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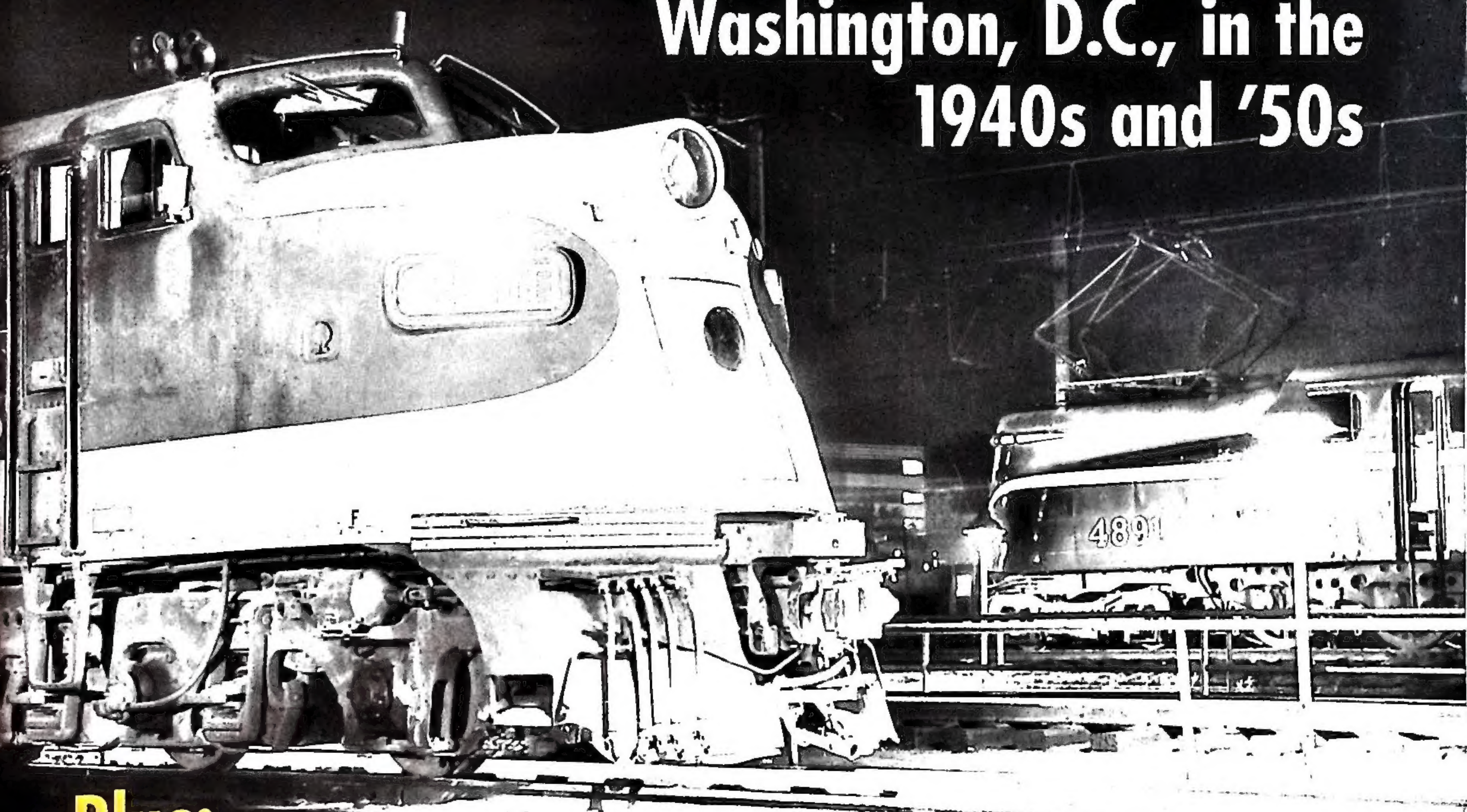
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OO OFTEN, it seems, we hear about how some government commission is studying a problem to death, or issuing recommendations that please none of the concerned parties, or presiding over a project rife with waste and of questionable benefit to the public. But while boondoggles make headlines and outrage citizens, sometimes government commissions get it right.

Such is the legacy of the McMillan Commission, established by the Senate to study how to restore the principles of Pierre L'Enfant's grand plan for Washington of 1789. Noxious, dangerous symbols of the neglect L'Enfant's concepts had suffered during the 19th century were the trains that ran down the capital's streets and across the Mall.

The commission's 1902 report contained recommendations that were instrumental in forming the beautiful Washington we know today. Chief among these was a call for a single monumental union station that would not only bring the railroad nuisance to bay but also provide a suitable gateway to the city. The site for the new terminal would be at the edge of a shanty town known as Swampoodle, just blocks from the Capitol.

Functionally and aesthetically, Union Station was an outstanding success, "a splendid example of the city gate designed in perfect harmony with the architecture of the community," as John A. Droege called it in his 1916 book *Passenger Terminals and Trains*. It even survived a spell as a boondoggle, when an abortive attempt was made in the 1970's to turn it into a visitors' center. Happily, great vision once again prevailed, and a rescue in the late 1980's made it one of Washington's major destinations, as well as a great railroad station.

Generations of Washington Union Station users have benefitted from the McMillan Commission's foresight.



AAR

Robert S. McGonigal

ClassicTrains

THE GOLDEN YEARS OF RAILROADING

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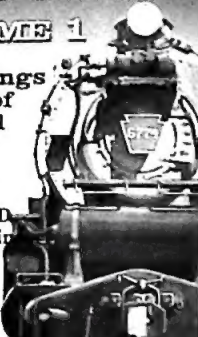
ON THE COVER: Southern E6 2900 and Pennsylvania GG1 4891 offer a nocturnal contrast of regions and engine types at Ivy City terminal in Washington, D.C., in 1960 (page 20). Jim Shaughnessy photo.

RIGHT: Northwestern Pacific train 3, with SP 4-6-0 2358 in charge, crosses the Russian River leaving Healdsburg, Calif., 30 minutes late at 6:40 a.m. July 1, 1950 (page 68). Fred Matthews photo.





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Contributors

James A. Brown ["Nine Decades in the Service of Steam," pages 36-39] says his awareness of railroads began with terror at the thundering passage of a Canadian Pacific doubleheader in 1941... at the age of 3. This shaky first impression evolved into a fascination, and a 41-year career with CPR, CNR, and GO Transit. He admires the industry's ability to reinvent itself so as to flourish in a changing world. But he laments the passing of railroading by the rulebook, timetable, and standard time, when trains somehow had more relevance than they do now, and much was accomplished by skilled railwaymen working in a delightful, relatively low-tech environment. Now retired, Jim lives in a former CPR station in Tottenham, Ontario. This is his second CLASSIC TRAINS byline.



now an international railroad consultant out of Seattle, Wash., left his native Lansing, Mich., after graduation from Michigan State University to attend Columbia University Law School. He then entered railroading (interrupted by Army service in Vietnam), working for New York Central, CB&Q, Burlington Northern, and Soo Line. He founded the diesel news magazine *Extra 2200 South* and authored numerous feature articles for TRAINS in the 1960's, as well as the original Kalmbach *Diesel Spotter's Guide* book series. His most recent books have been four for Morning Sun, featuring color photos by Emery Gulash, on NYC, Wabash, and two on GTW, released in 2003 and '04. This is his first CLASSIC TRAINS byline.

Edward Theisinger

["Fantrip Fun on the Fonda, Johnstown & Gloversville," 30-35] grew up on Long Island. He took his first train pictures in 1947 with a Brownie camera, and started switching to color in 1950. Retired from Allied Chemical & Dye Corp., he lives in central Virginia with his wife, Marianne. This is his first CLASSIC TRAINS byline.



John B. Corns ["Building a Better Boxcar," pages 56-63] is a photographer and longtime student of the Nickel Plate. He lives in Coshocton, Ohio, where he is employed by the Ohio Central Railroad. This is his third CLASSIC TRAINS byline.

Fred Matthews ["Pursuing Pauline," 68-75] has contributed to many rail publications. His story on chasing Western Pacific steam was in our Spring 2003 issue.

Jerry A. Pinkepank ["GTW: Without Doubt, a Separate Personality," pages 14-17],

Byron G. Webster ["My Summer in Rocky's Kitchen," 76-79] is an independent art appraiser and consultant, specializing in wildlife art. He lives in Green Valley, Ariz. This is his first CT byline. ■

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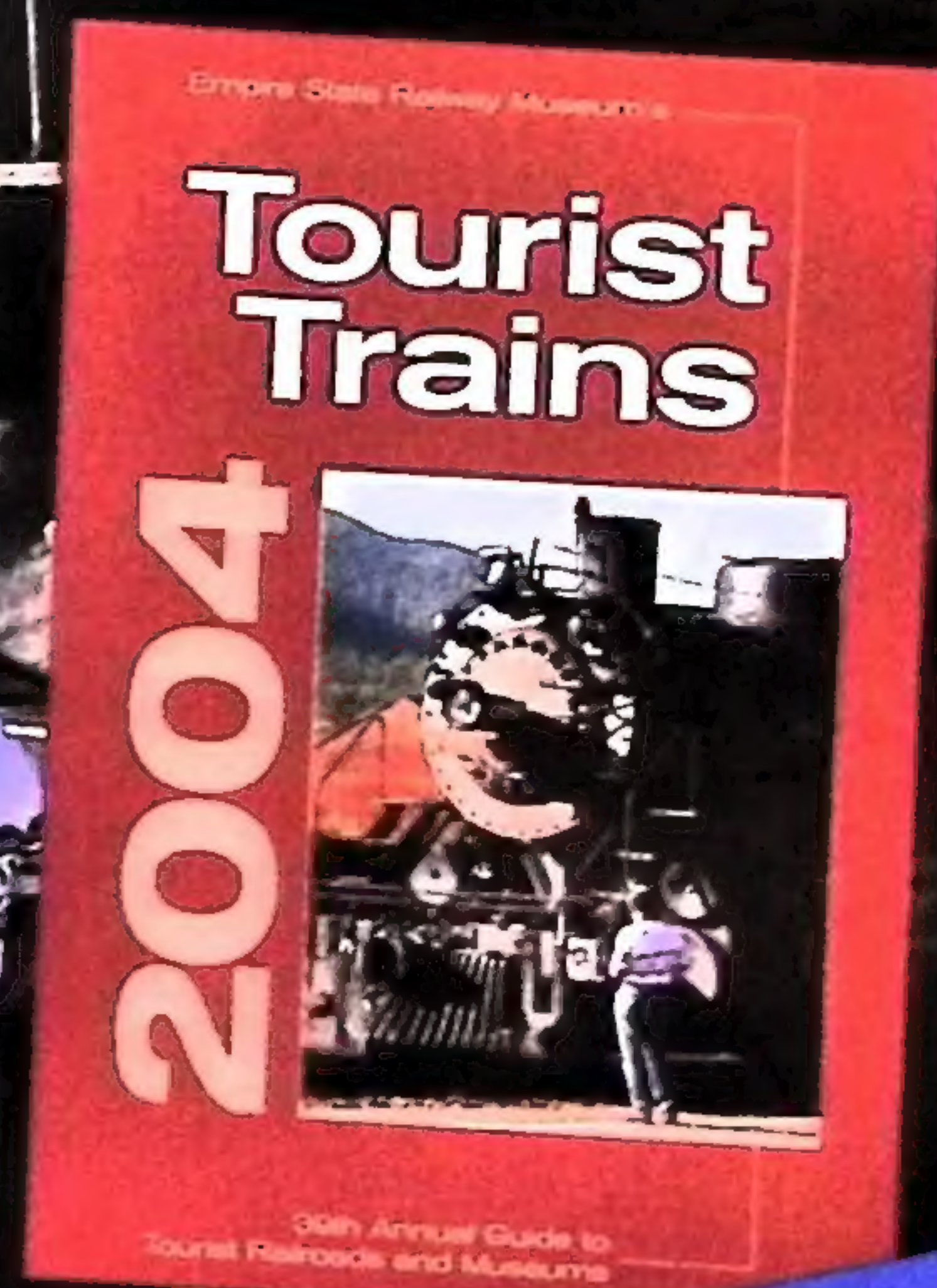
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True Color

E's for the *Eagles*

At St. Louis Union Station, two sets of nearly new Missouri Pacific EMD E7's shine in the late-afternoon sun. Engines 7005 and 7012, built in early 1947, are among 32 E7's bought by MP and its affiliate Texas & Pacific for their expanding fleet of *Eagle* trains. Though all other examples of EMD's best-selling passenger model were built with rectangular side windows, Mo-Pac specified portholes for its E7's, as it did for its earlier E3's and E6's. The *Eagles* were styled by Raymond Loewy & Associates, which used the round-window motif throughout the trains.

GEORGE C. DRAKE PHOTO



The views from on high

Your new feature, "Bird's-Eye View" ["N&W from East to West," pages 26-31, Spring 2004], adds a perspective to CLASSIC TRAINS. It's like what we'd see if we were looking at a model railroad layout. Fantastic!

H. Roszko, Pottstown, Pa.

The aerial photo of Lambert's Point is the best I've seen of a number published over the years; most do not include the engine facilities or the old hump yard. One nitpick: Barney Yard, No. 11 in the photo, is actually about a half-inch to the left of the identifier, on the other side of the fence which shows as a heavy black line. It remains in service today, utilized to feed cars to the dumpers for Pier 6.

Ralph Coleman Jr., Chesapeake, Va.

Those magical Great Plains towns

As someone who grew up in Hastings, Nebr., I can assure you that J. David Ingles' article ["Overnight to Denver," pages 18-25] really had meaning for me. My parents often took me down to the Burlington depot to watch the *California* or *Denver Zephyr* stop in our small town. So began my lifelong love of trains. While Ingles was looking out a bedroom window wondering who lived in those small Great Plains towns, we were looking into the windows wondering who was riding the train. Such is the fascination that a passenger train had for prairie people like myself. Hastings is east of McCook by about 100 miles.

While attending the University of Nebraska in Lincoln, I'd walk down to the Rock Island depot and watch the *Rocky Mountain Rocket* make its nightly station stop. Unfortunately, I left Lincoln upon graduation and never did ride it.

If the author still feels a bit of mystique for prairie towns, he should visit Hastings, where Amtrak 5 and 6, the *California Zephyr*, still stop.

Donald D. Edmisten, Fairfield, Calif.

Dave's article reminded me of my only trip on the *California Zephyr*, from Oakland to Chicago in November 1967. The first evening out, much of my sight-seeing in the Feather River Canyon was from vestibules, because all the dome



DAVID KUECHLE

seats were full. The same experience occurred the next day in the Rockies.

On the final day of the trip, I packed my things before we reached Aurora and hurried to get a dome seat for the ride up the three-track speedway into Chicago. I needn't have worried—there was no one else in the dome!

*Gordon Glattenberg
Santa Clarita, Calif.*

An old Alco friend

Bob LaMay's New Haven Railroad Hartford enginehouse picture ["True Color: Fading Images," pages 8-9] is terrific. That RS3, 532, was a regular on the local freight that covered Thompsonville, my hometown. The two-track, four-engine facility in the North Meadows of Hartford replaced the roundhouse across the river in East Hartford in the 1950's. It continued in service through Penn Central and into Conrail ownership, but was razed in the '90's. Today, RailAmerica's Connecticut Southern handles freight service in adjacent Hartford Yard. Curiously, the line services its locomotives near the site of the old East Hartford roundhouse!

Scott Hartley, Watertown, Conn.

RSC2's: Right model, wrong unit

As a Milwaukee Road fan, I enjoyed Jim Boyd's "One Day at . . . New Lisbon, Wis." [pages 76-79]. We do need to keep the record straight, though, as to his mention of RSC2 988. As a former owner of that locomotive, I can assure you it never contained a steam boiler,

Milwaukee RSC2 992—at Brokaw, Wis., on July 10, 1947, with *Northwoods Hi 200* for New Lisbon—is a sister to the preserved 988, which again wears this original orange-and-gray livery.

though it does have a steam pipe for passing steam through from a lead unit to the cars.

As far as I know, 988 was a freight engine. It was only on the Valley Division for a short time before being assigned to the Dakota Division. In all the paperwork I've seen from the Wausau roundhouse, there is only one piece of evidence of its being there, in 1947.

The unit spent its last years in La Crosse, Wis., as the "downtown" switch engine. After the Milwaukee sold it, the unit went to North Lake, Wis., then to Trans Northern, Inc. It finally ended up at the Mid-Continent Railway Museum in North Freedom, Wis., which now owns it and plans to return it to operating condition, although restoration is progressing slowly, mostly owing to lack of funding.

Jeffrey B Bloohm, Brownsville, Wis.

¶ Milwaukee had eight RSC2's. The four equipped for passenger service were 989-992, built in 1947, not 988-991 as stated. The four were in freight service by 1968, and each was renumbered at least once before retirement. No. 991 wound up as No. 576, one of four upgraded in 1965 with rebuilt "250" (upgraded 244) Alco engines; the four units were also "turned around" to short-end-forward configuration and given chopped noses.—J.D.I.

Remembering the *Broadway* at speed

"First Trip," by the late John R. Crosby [pages 38-41], meant a lot to me. In the early 1960's when I went to college at Ohio Northern University in Ada, Ohio [7 miles west of Dola, depicted in Gil Reid's painting], I became very much aware of the presence of the Pennsylvania Railroad's New York-Chicago main line. The most exciting times were in summer school, when every evening around dusk, I'd take a study break and walk two blocks from my rooming house to the tracks to await the passage of the eastbound *Broadway Limited*. The E8's were in total control of the all-Pullman consist as the train flew—and I mean *flew*—through town, and the dust and debris took some time to settle, a vivid reminder of the awesome power and speed of PRR's showcase train.

Daniel Meckstroth
New Carlisle, Ohio

About those C&O 2-8-2's in Chicago . . .

In "To Chicago with Dad" on page 84 in "The Way It Was," Frank M. Rogers writes of passing Illinois Central's 27th Street roundhouse and seeing a Chesapeake & Ohio 2-8-2, adding "we never did find out what it was doing there."

C&O ran a local freight out of Peru, Ind., which entered the IC at 82nd Street, a switchtender-manned connection with the Nickel Plate. The local ran to IC's South Water Street yard, where C&O had an l.c.l. freight house. The crew overnighted in the caboose there, while the engine went to 27th Street.

Robert E. McMillan, Jacksonville, Fla.

¶ This may also answer a question raised in Steve VanDenburgh's "A Boy Scout's Monumental Adventure" in *Summer '03 Classic Trains*, in which [page 83] was a photo of C&O Mikado 1175 at an IC facility "somewhere in Chicago" . . . possibly 27th Street.—J.D.I.

Hustling through the wrong town

I really enjoyed the Don Sims pictorial by Dave Lustig ["Don Sims: Well-Traveled, Well-Versed, Adventurous," pages 64-75], but offer a correction. The streamlined P-14's Pacifics used on the T&NO *Sunbeam* and *Hustler* [page 73] did not go to Tomball, Texas, which was

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Fast Mail

Steam in all its glory

Fantastic! I've been a steam fan for 50 years, and actually fired steam for three years in the 1960's. In your Special Edition No. 2, STEAM GLORY, you presented a wide range of topics of modern steam with a good mix of specifications, first-hand accounts, as well as superb photos.

Wayne L. Miedwig, York, Pa.

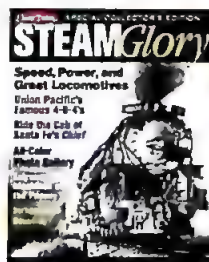
My father was a fireman and engineer on the Rock Island from 1942 until its end in 1980. He always mentioned the 5000-class locomotives, so when I saw the photo of one on page 61 ["Photo Section"], I took the issue to him and described the picture and caption, and also read him several articles. He is 90 percent blind now, and so can't read. Thanks for the salute to all railroaders, past and present.

Larry Champlin, Indianola, Iowa

I was disappointed. STEAM GLORY seemed to dwell on Union Pacific and Santa Fe. I grew up living between the B&O and Pennsy main lines, Philadelphia to Washington, D.C. I hope the content of your next special publication is more balanced.

Robert Craciun
Walnut Creek, Calif.

When I read "Pinnacle of Service," by Jack O. Elwood [pages 46-51], it brought back lots of wonderful memories. I was attending junior high school with photographer Stan Kistler during this period, and during summer vacation several of us would meet No. 20 every day during her regular stop right after noon in Pasadena. Whenever engineer Joe Murray was on the head end, he would invite us up into the cab to "look her over." I still remember his patient explanations of all the controls and devices, the different behavior characteristics of different members of the 3776 class 4-8-4's, and other intriguing technical details. Joe always made it a point to



wave at the nurses when he passed the City of Hope Cancer Center. Some of us are fortunate to remember both the magnificent locomotives of that era and the extraordinary men who ran them.

Charles Weir
Long Beach, Calif.

My photo of the Reading T-1 4-8-4 on the Jersey Central ["Photo Section," page 60] was taken on December 23, 1950, not on that date in 1952.

Edward Theisinger, Forest, Va.

¶ The typo was our mistake.—R.S.M.

My photo of the Boston & Maine 4-8-2 on page 57 was taken at Erving, Mass., not Ewing. You probably could not read my writing. I am 94 and still shooting train pictures on CSX and Providence & Worcester.

Alfred S. Arnold
Holden, Mass.

You erred in the caption of my first photo in "Three Cylinders to the Rescue" [pages 64-67]. The New Haven 4-8-2 is under a highway overpass, not the "Beacon line bridge." The Beacon line diverged at grade from the Maybrook line at Hopewell Junction, with no rail overpasses involved.

J. W. Swanberg, Branford, Conn.

STEAM GLORY was compelling reading, and re-reading. The combination of William W. Kratville's "Monarchs of the West" on 4-8-4 designs, including the projected Union Pacific 1945 Super 800 series [pages 8-17], and J. Parker Lamb's "Supernovas of Steam" on Pennsy's duplex design [pages 104-110] was irresistible.

Phil Mortimer
Bognor Regis, West Sussex
United Kingdom

Copies of STEAM GLORY are still available; to order one, call (800) 533-6644. STREAMLINER PIONEERS, our Special Edition No. 3, covering pre-World War II passenger trains, will be published in November 2004; see page 87 for details.

on the route of its arch-rival *Sam Houston Zephyr* of Burlington-Rock Island.

R.V. Mousner, Navasota, Texas

The *Hustler* is more likely entering Hempstead, Texas, apparently from the east. It is definitely on its own tracks, as I note a lower-quadrant semaphore signal at the photo's extreme upper left.

Walter L. Mayes, Bowling Green, Fla.

Johnstown Traction action

Regarding those excellent color scenes of Johnstown Traction ["Car Stop," pages 92-93], I'm sure you've heard from hordes of screaming trolley fans about your minor caption errors. For the record, JTC ordered 17, not 7, PCC's from St. Louis Car in 1944, and the shot of 355 at Franklin and Southmont, just days before abandonment, was obviously taken on a fan trip since

the Bens Creek shuttle had vanished by 1959. The system went out on June 11, 1960, not on the 10th, with a gala parade at day's end.

Edward Ridolph, Lake Worth, Fla.

Johnstown is my hometown, and I suppose minor details are meaningless to most readers (of greater importance are these fine photos themselves!), but in the bottom-left photo, car 355 has just turned off Franklin Street onto Southmont Boulevard and would be en route to one of two destinations, the Menoher terminus via Southmont or the Roxbury terminus.

Robert Kaltenbaugh, Bradenton, Fla.

Mississippi surprise

Every issue of *CLASSIC TRAINS* contains interesting material, especially old color photographs, and usually a sur-

prise or two. Spring 2004 is no exception, and the big surprise was "In Deepest Mississippi," and not just the article itself. Upon turning to pages 54-55, I saw Robert Travis Keagle's photo of engineer A. J. Lee.

There is never a time when I think about the Bonhomie & Hattiesburg Southern and engine 250 that I do not think about Mr. Lee. Many years ago I sat where he is depicted in the photo, and for a few miles I ran engine 250 and blew its melodic Nathan 5-cell chime whistle.

Not mentioned in the text is that Lee was a "quiller," an accomplished locomotive whistle-blower. Some of his work was captured on LP records including *Steam Railroading Under Thundering Skies*. Spine-tingling!

R. L. Kennedy

Toronto, Ontario, Canada ■



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GTW: Without doubt, a separate personality

By Jerry A. Pinkepank

Canadian National's Midwestern subsidiary was a well-maintained, fast-freight railroad, and it ran steam until 1960

STRICTLY SPEAKING, Grand Trunk Western is not a "fallen flag." GTW still reports to regulators as a separate Class 1 carrier, but since January 1, 1996, GTW has been submerged in the identity of its parent, Canadian National. These days, operation and management of GTW are integrated with the 2650-mile former Illinois Central and the 2850-mile former Wisconsin Central, merged by CN in 1999 and 2001, respectively.

"Grand Trunk Western" was adopted as a trade name in 1923, when 4-year-old Canadian National Railways took over the Grand Trunk Railway of Canada but did not want to use its governmental name in the U.S. The GTR, conceived in 1852, had built from Montreal west to Toronto, then east to Portland, Maine. West from Toronto, GTR reached Sarnia, Ontario, across the St. Clair River from Port Huron, Mich., in 1858, and pushed on to Chicago by 1880.

In post-World War II years, GTW operated 967 miles of track, over 850 of them in Michigan. At its hub of Durand, the Port Huron-Chicago main crossed the secondary main that linked Detroit with the Lake Michigan port of Muskegon (which succeeded Grand Haven in 1933). A Detroit-Port Huron secondary main and six branches, the most important of which went to Saginaw and Bay City, completed GTW's rail map.

My hangout: Three of GTW's 22 F3A's roll 482 by Lansing's Washington Avenue tower in 1964.



JERRY A. PINKEPANK



JERRY A. PINKEPANK COLLECTION

I grew up near the GTW main line in Lansing, Mich., and as a teenager made frequent trips to Durand and Detroit to photograph the last years of GTW steam after the main line was dieselized in April 1957. I saw CN steam in that era as well, but there was never any doubt of GTW having a separate personality.

In Lansing, the quintessential passenger-train experience was witnessing the 4:30 p.m. departure of train 17, the *Inter-City Limited*, for Chicago, and there was rarely a school day from 1955 onward when I was not at the depot to do that, and also to ride the switchers around town or listen to the dispatcher's phone

Iconic memory of steam: U-4b 4-8-4 6406 blasts out of Durand, Mich., with train 17 on a winter day. With a dining car but no Detroit coach in the consist, the photo dates from 1938-1943.

activity in Washington Avenue tower by the depot. Our family often used 17 to Chicago, and since the dining-car crew was accustomed to seeing me at Lansing when the car laid over between trains 20 and 17, we got extra attention. For every customer, the food was great, the portions generous, and the service warm and friendly. There were even uniformed news butchers, who like the diner also flipped back from 20 to 17 at Lansing.

We also used 5 and 6, the night locals which handled Chicago-Lansing and Detroit sleepers, but rarely 14 or 15, the top-line Chicago-Toronto *International Limited*, because its times at Lansing were not convenient. Until early 1957, the power on 17 was usually a Northern, either one of the 25 Alco U-3-b's of 1942 (6312-6336) or one of the 6 Lima streamlined U-4-b's of 1938 (6405-6410), a different design with 77-inch drivers versus 69 on the U-3-b's. There were only two passenger diesels then, GP9's obtained in 1954. A 6400 storming out of town past the Oldsmobile plant with 17 remains my iconic memory of steam.

A U.S.-Canada agreement permitted locomotives and passenger cars from either country to operate in the other as

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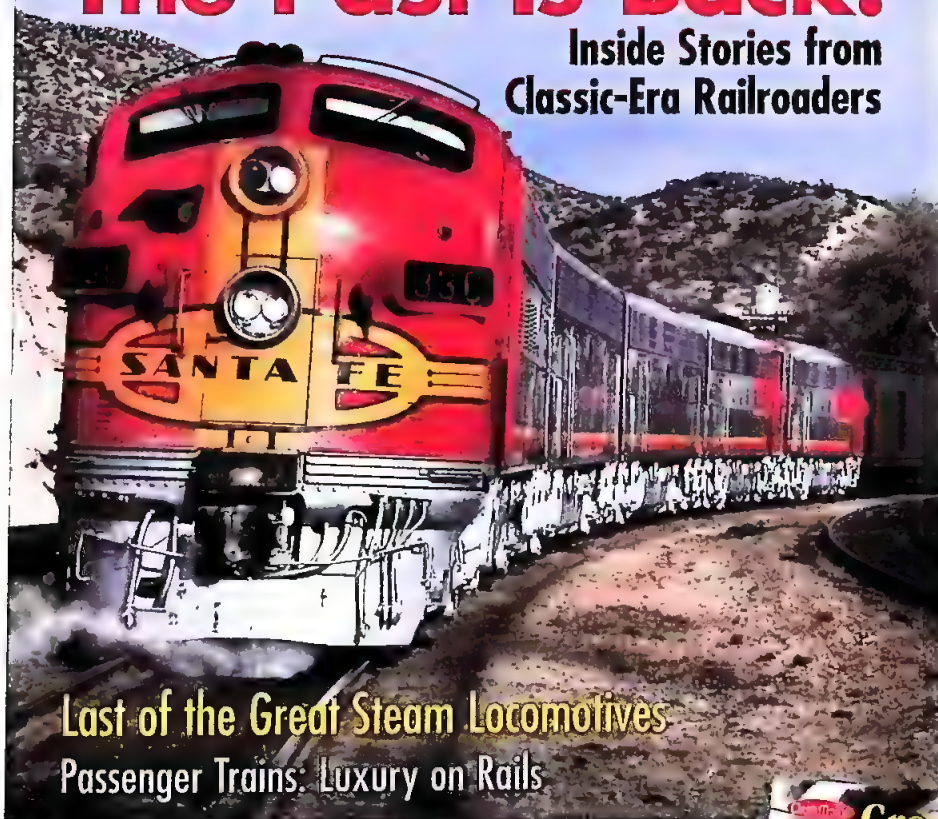
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long as the equipment was home in 72 hours. The physical barriers of the electrified St. Clair Tunnel at Port Huron and the Detroit River ferry operation to Windsor, Ont., however, meant that in practice, power didn't run through until the tunnel was de-electrified in 1958.

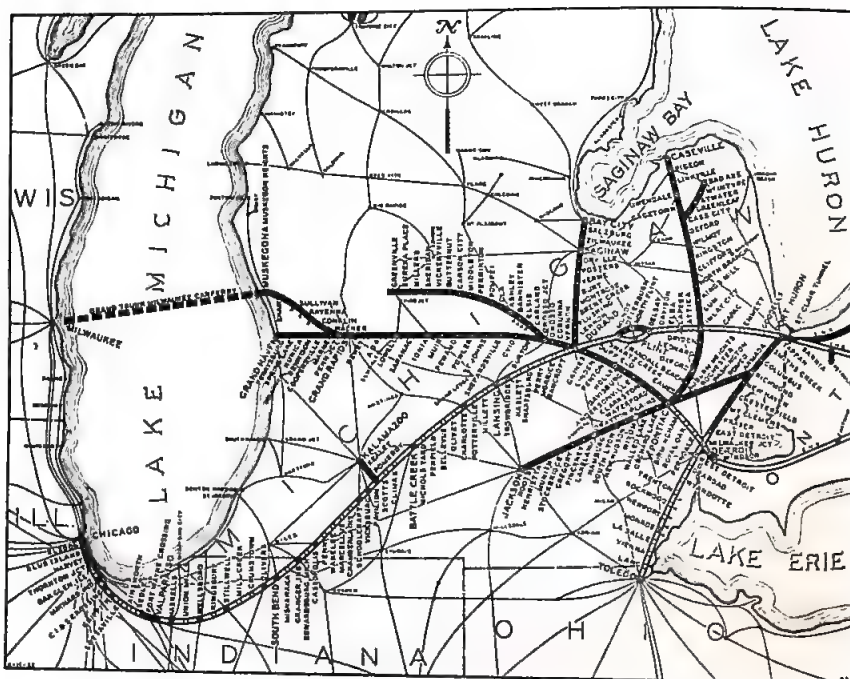
At that time, GTW GP9's began handling the through Chicago-Toronto passenger assignments. Power shortages on GTW in 1968-69, then free trade agreements in the '70's, brought CN power to GTW, including FP9's on the varnish. CN passenger cars regularly ran between Toronto and Chicago right from the 1923 beginning, except that sleeping cars were always Pullmans (CN operated its own sleeping cars within Canada).

CN was just beaten by Northern Pacific for the distinction of placing the first 4-8-4's in service. NP engines 2600-2611 began coming from Alco in December 1926, while CN U-2-a's 6100-6119 first left Canadian Locomotive in June 1927. GTW's version, U-3-a's 6300-6311, came from Alco in July 1927, and were different in appearance from the Canadian engines. It was the U-3's more than any locomotive which set the tone for a separate personality of GTW. The U-3-a's were transferred to Canada in 1940-41 because of the war emergency (and "disappeared" in CN's sea of 165 U-2's).

At 2:25 a.m. on December 30, 1957, U-1-c 4-8-2 6037 starts train 57 out of Durand for Muskegon. At age 15, the author was experimenting with the new Tri-X film. Detroit Art Weber saw a print and knew he had a cover for his 1958 GTW steam record album *Detroit Division*.



JERRY A. PINKEPANK



CLASSIC TRAINS COLLECTION

They were replaced on GTW by the 25 U-3-b's, which became the road's virtual trademark. GTW's U-4-b's were almost identical to CN U-4-a's 6400-6404, but a unique smokelifter on the Limas (also later used for a time on GTW's 5 Baldwin 4-8-2's) gave the U-4-b's a distinct look.

The 334-mile Chicago-Port Huron main line was all double track except for 5.46 miles, Valparaiso to Sedley, Ind., where terrain and the Pennsylvania-Nickel Plate-GTW interlocking at Fort Wayne Crossing obliged leaving it single-track. In 1955, much of the line east of Durand was also singled, with CTC.

This was a fast freight railroad with a 60-mph speed limit in effect for decades, and with a marked tendency to exceed even that generous limit (TRAINS Editor David P. Morgan rode hotshot 490 in the late 1940's and recalled having to drop running times from his article to avoid implicating crews). High standards of track maintenance were always in force. During the troubled 1970's, with national publicity on track-caused derailments elsewhere, GTW used its "GT" symbol to advertise itself as "the Good Track road."

Crème de la crème of the fast freights was 492, the perishables train out of Elsdon Yard in Chicago each morning with

By 1937, GTW had abandoned the "Turkey Trail" west of Greenville for PRR rights, Grand Rapids to Muskegon. D&TSL to Toledo is also indicated.

only a few cars but filled out with refrigerator cars off the Indiana Harbor Belt at Blue Island and the Illinois Central at Harvey (mostly bananas for Toronto and beyond). Its crews were bulletined just like those of passenger trains, and the jobs went to senior employees. The regular man every other day between Battle Creek and Port Huron in the 1950's was named Kelly, and I recall it was standard for employees to remark, as 492's U-3-b bore down at 60 mph on the nominal 25-mph Washington Avenue crossing in Lansing, exhaust laid flat and reefers bouncing even on the excellent track, "Here comes Kelly."

Steam ruled 492 as long as there was any steam on the main line—the U-3-b's did not have the "inconvenience" of an overspeed trip. After mainline dieselization, 492 got three GP9's instead of the two customary on other freights, and when possible they were passenger-gear 4500's and 4100's (83 mph) which had not been available until 1957. The 22 F3A's of 1948, which each logged over 1.5 million miles before being retired in



JERRY A. PINKEPANK



RONALD A. PLAZZOTTA; J. DAVID INGLES COLLECTION

1971, and the 15 freight GP9's of 1954 all had a top speed of 65 mph.

Of similar stature to the Chicago-Port Huron main was the Detroit Division's 67-mile, CTC-signaled Durand-Detroit line, double-track the first 27 miles from Detroit to Pontiac. Durand had three wye connections, and interdivisional freight crews ran through between Detroit and Battle Creek and Detroit and Flint, much of the business linking General Motors auto plants. The auto industry, although cyclical, was GTW's traffic mainstay, and GM its biggest customer (hence its mostly EMD diesel fleet).

GTW operated through Detroit-Chicago Pullmans and coaches, plus three Pontiac-Detroit suburban trains each weekday. Durand-Detroit daytime locals 21 and 56 (remnants of what had been twice-daily Detroit-Muskegon service) saw the last regular revenue passenger operation of steam in the U.S., in March 1960. Shortly thereafter, the Detroit Division also hosted the last regular U.S. intercity mainline steam freight service.

Similarly important were the Port Huron-Detroit-Toledo freight operations (crews changed out) via the 50-50 owned (with Nickel Plate) Detroit & Toledo Shore Line. After Norfolk & Western acquired NKP and Wabash in 1964, N&W considered the Shore Line surplus, finally selling its half to GTW in 1981. Meantime, GTW in 1980 had acquired the 450-mile Detroit, Toledo & Ironton, so the nature of the Detroit-Toledo operation was quite changed. These acquisitions ballooned GTW's system to its maximum 1410 route-miles.

The west end of the Detroit Division

main, from Durand through Grand Rapids to Muskegon, existed almost entirely for the Grand Trunk Milwaukee Car Ferry Co. service across Lake Michigan to Milwaukee, Wis. Until all three cross-lake rail freight services quit in the late '70's, "the Trunk" operated two Muskegon trains each way a day. When the ferries went, the railroad did too, leaving just stubs for shortline operation.

In modern times, GTW had three car-ferries. A switcher (for ages GTW's one-of-a-kind 1926 Brill box-cab, retired in 1960) and crew were stationed in Milwaukee to load and unload the boats and interchange with Chicago & North Western and Milwaukee Road. From the 1930's until 1953, Pennsylvania Railroad was involved in GTW's lake operation, including trackage rights on GTW's 0.32 miles of track in Wisconsin. All three boats had their superstructures raised in the early '60's for hi-cube auto-parts cars, but that did not keep the traffic from being diverted to Chicago as interchanges there improved and the boats got more expensive to operate. The Durand extra board protected vacancies on the Milwaukee job, making for an interesting deadhead (usually via Chicago).

In 1971 GTW became the big component of Grand Trunk Corp., CN's corporate consolidation of its U.S. properties, led by Robert A. Bandeen, a CN v.p. A decade later the DT&I acquisition extended CN to Cincinnati and connections in the South, but deregulation in 1980 had changed the game, and again GTW's two important attributes were its Chicago route and automotive traffic.

By 1992 every GTW line north of the Chicago-Port Huron main, except the 11-mile branch to Kalamazoo, had been abandoned or sold to short lines. In 1997 GTW sold what was left of the old

GTW's first "redesigned" diesel is just out of Battle Creek shop April 24, 1962 (left). Subsequent image changes: a smaller "noodle" in "clean" (non-louver) spots, a more red-orange nose, and different numerals. In 1971, 12 new GP38AC's (5804, above) brought blue to GTW.

DT&I south of Diann, Mich., to Indiana & Ohio, so today, CN operates 535 miles of GTW: from Toledo (D&TSL), as well as from Diann and Flat Rock (DT&I), through Detroit to Port Huron and Durand, plus the Chicago main line.

Grand Trunk Western's last system-wide show of independence from CN was in 1971 under Operating V.P. John H. Burdakin, when GTW departed from CN black on diesels (which dated from 1962 with the GT "noodle") and chose blue for engines and cars. Since 1996, however, "GTW" has been just small initials on CN-painted rolling stock. ■

GTW fact file

Route-miles: 992 (1930); 932 (1954); 1410 (1982); 535 (2003)
Locomotives: 254 steam, 53 diesel (1953); 248 (1995)
Freight cars: 13,097 (1930); 5957 (1995)
Passenger cars: 175 (1930); 143 (1956); 79 (1970)
Headquarters city: Detroit, Mich.
Recommended reading: *Evening Before the Diesel*, Charles R. Foss (Pruett, 1980); *Grand Trunk Western in Color*, Vols. 1-2: *Steam and Green, 1941-1961, Visual Redesign, 1962-1982*, Jerry A. Pinkepank (Morning Sun Books, 2003, 2004); *Grand Trunk Corporation 1971-1992*, Don Hofstommer (Michigan State University Press, 1995).
Special interest group: Grand Trunk Western Historical Society, P.O. Box 214, Durand, MI 48429-0214; www.gtwhs.org

More on our website

Listen to GTW steam from Art Weber's *Detroit Division* recordings, at www.classictrainsmag.com

Glory Days

Racer in red paint

UNION PACIFIC played a leading role in the mid-1930's trend toward the widespread use of color in railroading when it chose an eye-catching hue, Armour yellow, for its diesel-powered streamliners. But while the UP eventually applied yellow to all its diesels (and continues to do so today), its steam locomotives wore austere black or, in the



case of engines after World War II, a dignified gray livery.

It's safe to assume, then, that the machine pictured here turned a few heads as she rolled a freight east through Valley, Nebr., 28 miles west of Omaha, on February 18, 1952. Engine 822, one of UP's fleet of fast and powerful 4-8-4's, has recently

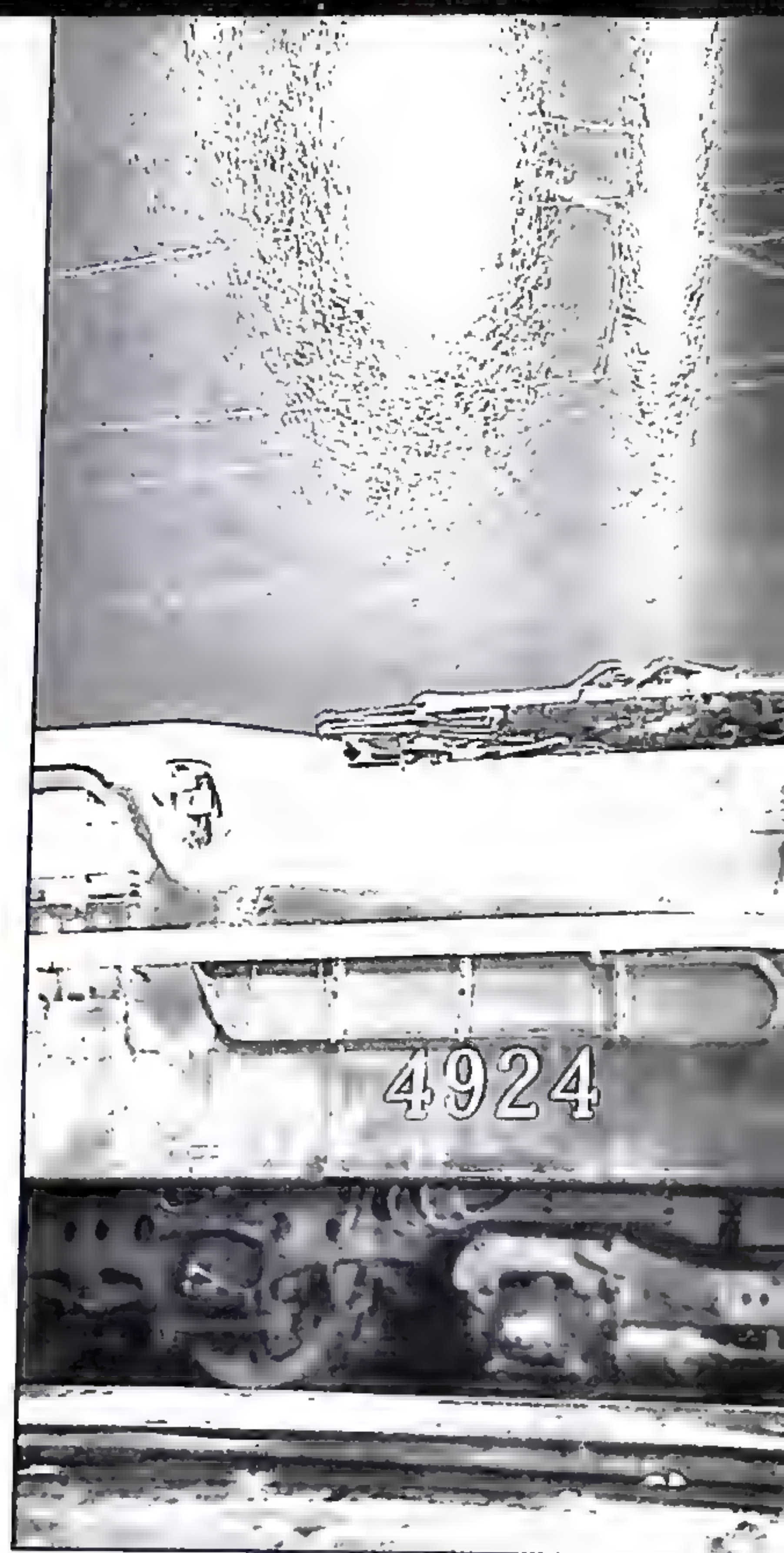
been overhauled. Ordinarily, such a job would conclude with the application of a coat of gloss black paint, but not this time. Temporarily short of power, UP has rushed the 822 out of the shop and into service wearing nothing but red lead primer paint and a road number.—*R.S.M.*

RAY LOWRY PHOTO; AL CHIONE COLLECTION



Washington Union Station
in the 1940's and '50's

North meets South





PRR GG1's (ABOVE) AND RF&P F7'S AND E8'S FLANKING SOU E UNITS (BELOW) AT IVY CITY ENGINEHOUSE; TWO PHOTOS: JIM SHAUGHNESSY



ASSOCIATION OF AMERICAN RAILROADS

The gateway to the nation's capital featured a stately terminal building, extensive support facilities, and the diverse trains of two regions

By Robert S. McGonigal



The nation's railroad station

Authorized by President Theodore Roosevelt's signature in February 1903, Washington Union Station opened on October 27, 1907. The firm of influential architect and city planner Daniel Burnham designed the noble building in the Beaux Arts style popularized by Burnham and other proponents of the City Beautiful movement.

Sized to accommodate the throngs who came to the city for presidential inaugurations, the colossal 760x130-foot concourse (left, in a 1943 view) was the station's most distinguishing feature. Its great vaulted roof has sheltered heads of state, servicemen bound for war, sightseers from the heartland, even a wayward GG1 [see page 92].

In the main waiting room (below, in 1953),

travelers rested on sturdy mahogany benches beneath a 97-foot-high barrel-vaulted ceiling. Off this stately space were a ticket lobby (ahead in the view below), baggage room, lunch counter, dining room, barber shop, and other facilities, including special rooms for V.I.P.'s and "invalids."

The train arrival chalkboard in the concourse (bottom) had columns for B&O, PRR, SOU/N&W, C&O, and RF&P/ACL/SAL. Today, electronic displays convey such information, the concourse is a shopping mall, and the waiting room is a benchless Great Hall. Reborn in the late 1980's after years of neglect and misguided reuse efforts, WUS is once again a vibrant place, though its rail facilities are largely confined to newly built additions.



PAUL M. SCHMICK



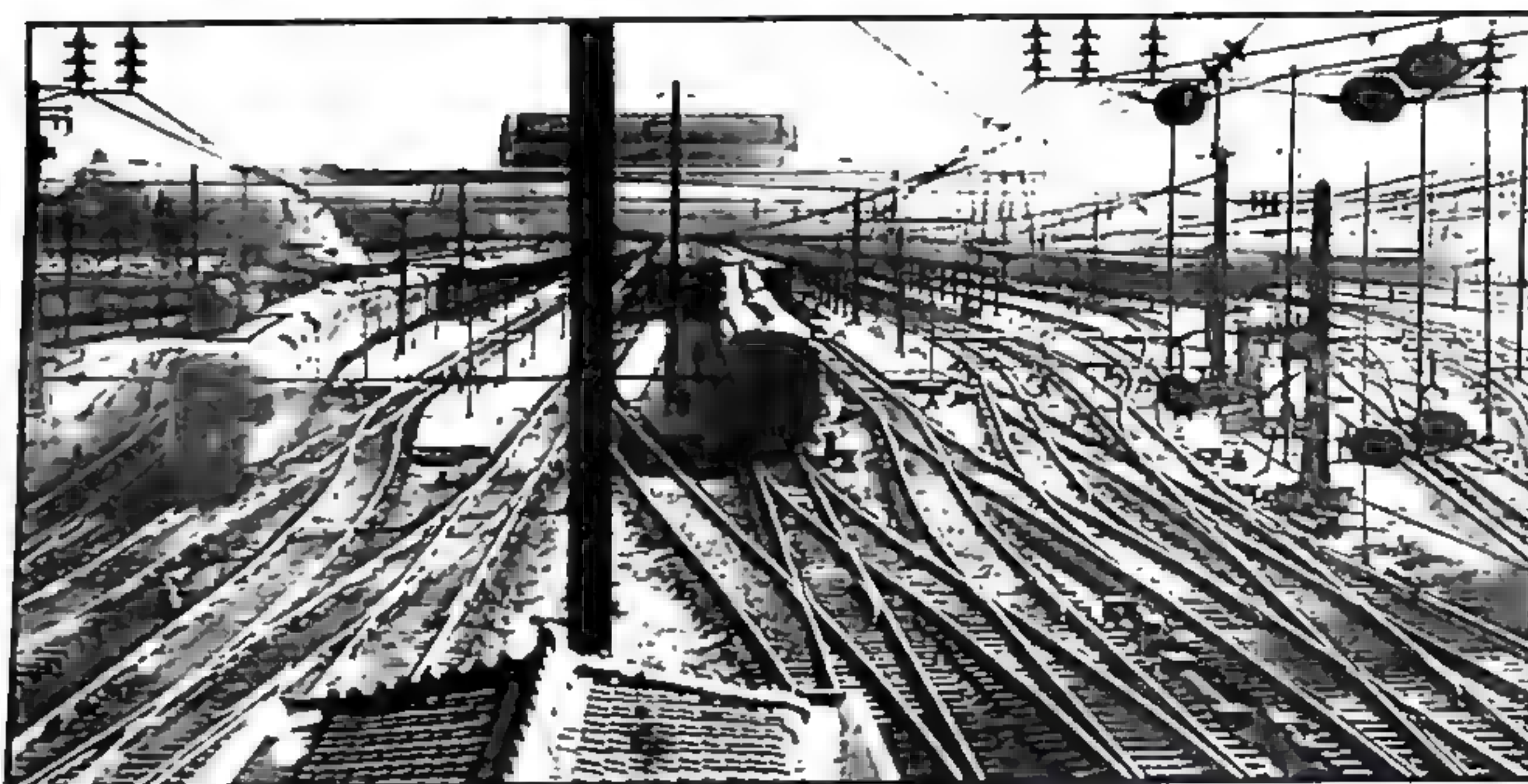
WALLACE W. ABBEY



PAUL M. SCHMICK



BILL TAUB



PRR



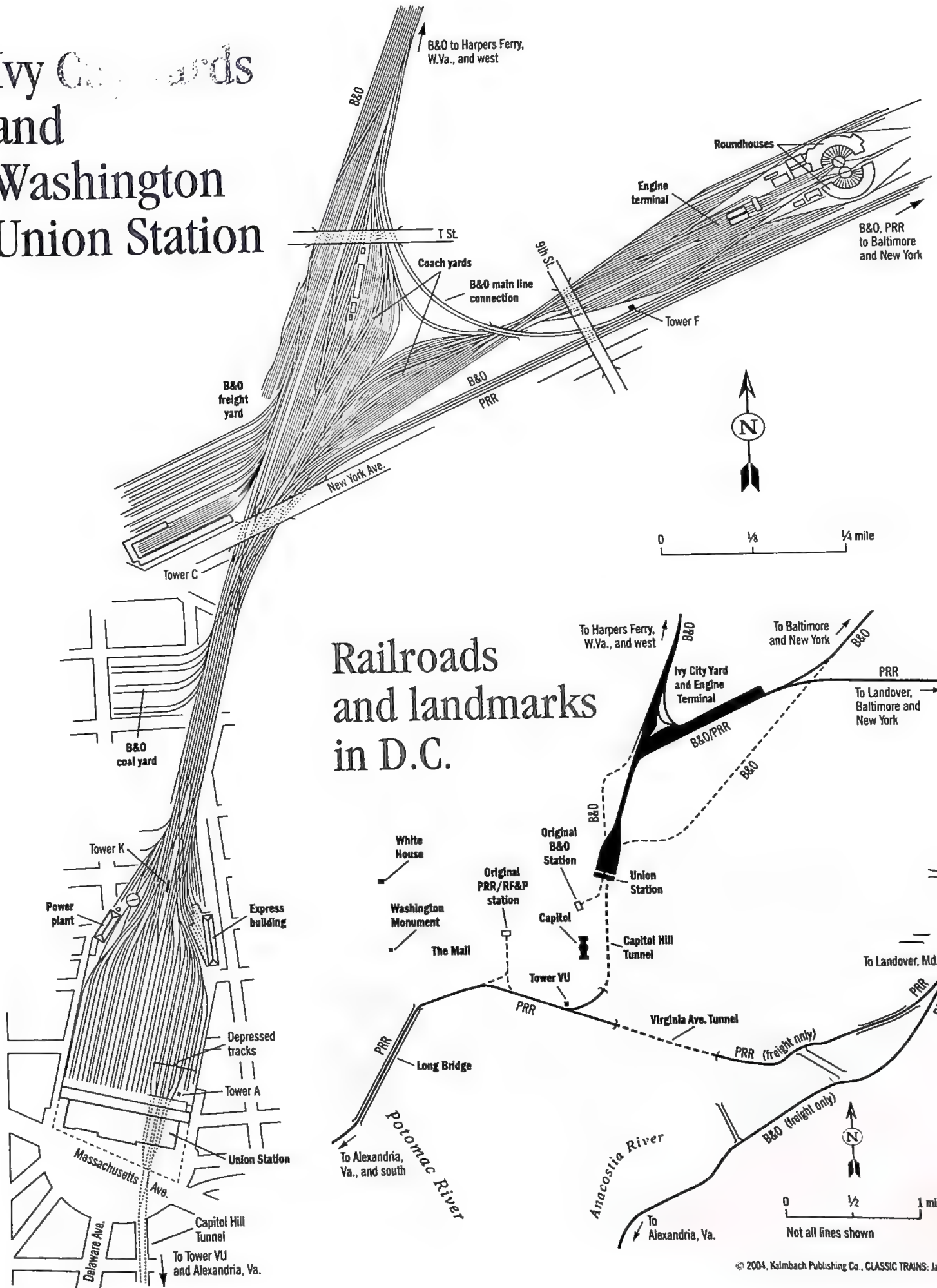
HAROLD E. WILLIAMS

From north and south

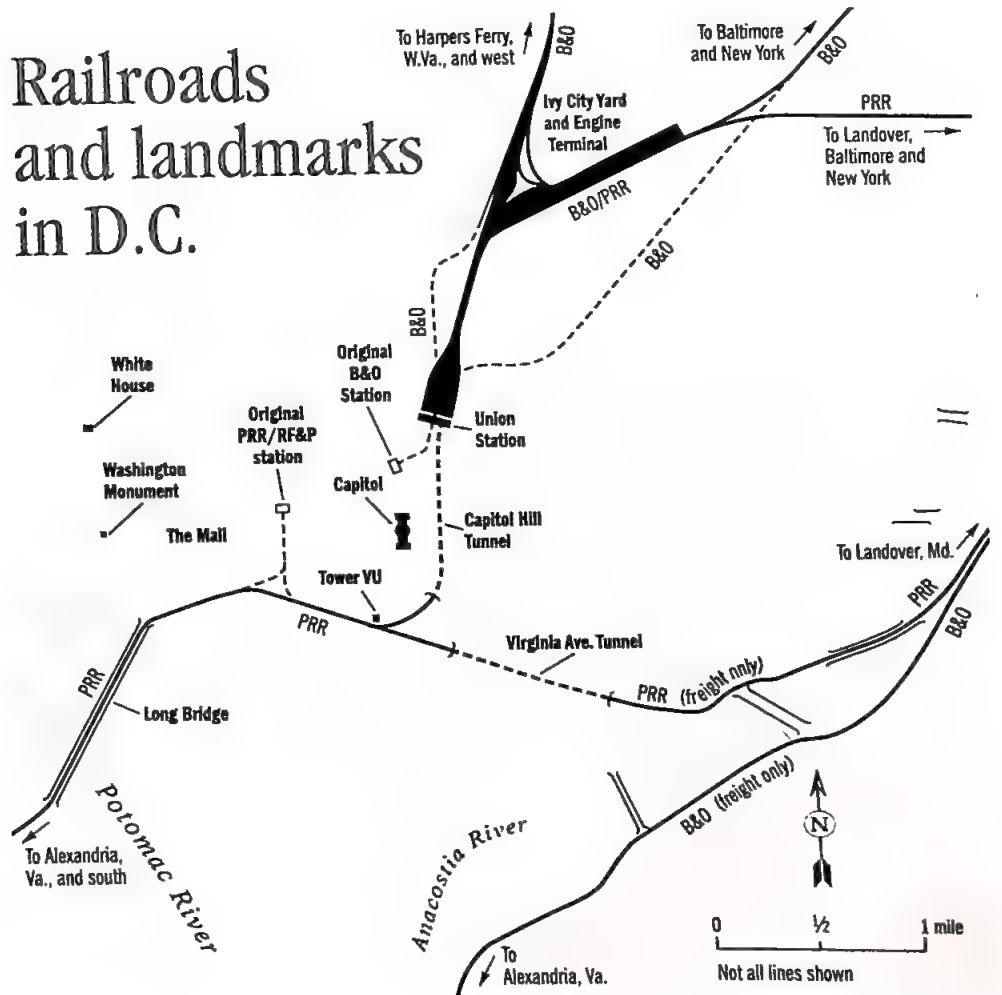
At the dawn of the 20th century, Washington had two relatively humble depots reached by street trackage—a situation deemed unsuitable for the capital of a budding world power. A plan for two new but separate stations quickly gave way to Burnham's vision of a single monumental terminal for all the city's major railroads: Baltimore & Ohio; Pennsylvania; Richmond, Fredericksburg & Potomac (which handled trains of Atlantic Coast Line and Seaboard Air Line north of Richmond, Va.); Chesapeake & Ohio; and Southern Railway (some of whose trains used Norfolk & Western for part of their runs). New, grade-separated lines were constructed to reach the station, including a tunnel under Capitol Hill. The Washington Terminal Co., jointly owned by B&O and PRR, was set up to operate the station and provide switching services (WT has since faded into Amtrak).

At Tower F opposite Ivy City (top), B&O 4-6-2 5306 pours on the sand with the northbound *Diplomat*; in the foreground is PRR's electrified line to New York. A view south from Tower K (center) shows two PRR trains, with the station's long concourse and high waiting room beyond. An E7-E8 duo (left) leads Southern Railway train 36, the *New Orleans-Atlanta-Washington Express*, past a Washington Terminal B&O-style signal and into the Capitol Hill Tunnel in August 1955.

Ivy City Yards and Washington Union Station



Railroads and landmarks in D.C.





CLASSIC TRAINS COLLECTION

Busy backstage area

In 1950, about 260 trains used Washington Union Station each day. While many were through-services between points in the Northeast and South or Midwest, most originated or terminated in D.C. The substantial table at right, which shows trains scheduled north on the Pennsylvania on the day before Washington's Birthday, 1946, represents only a quarter of the station's daily activity.

This volume of traffic required an extensive "backstage" area of car and engine servicing facilities, located in the Ivy City neighborhood. In this era, Ivy City coach yard had 76 tracks with a capacity of 690 80-foot cars. An aerial view looking northeast (left) shows at least 8 of Washington Terminal's two dozen Alco RS1 diesels working the yard. The PRR/B&O lines to New York are at the extreme right, B&O's line up the Potomac Valley is at lower left, and the engine terminal is at the upper right, beyond the 9th Street bridge. Ivy City serviced at least 159 locomotives—steam, diesel, and electric—a day in 1950; its twin 25-stall roundhouses each had a 100-foot turntable. By this time, the West House was used for diesels, the East House for steam.

A 1950 view from the T Street bridge (below) shows B&O's Chicago-bound *Columbian* powering past the coach yard; in the hazy distance are the Union Station building and, beyond that, the U.S. Capitol dome. Today, Metro rapid-transit yards occupy this area, and the T Street bridge is gone.



HAL LEWIS

102, 1:05 a.m.

2 Mail, 2 BG, 8 CH (all New York)

400, 1:30 a.m.

[Note 1] (Philadelphia Broad St. Sta.)

108, *The Edison*, 2:10 a.m.1 SL (N.Y., off RF&P 24), 5 SL (N.Y., off SOU 34 *Piedmont Limited*), 8 CH (Wash.-N.Y.)110, *Havana Special*, 2:45 a.m.

Connection from ACL/RF&P 76 (all New York) [Note 1]

112, 4:20 a.m.

9 CH (Wash.-N.Y.), 1 DN (Wash.-N.Y.), 3 SL (N.Y., off C&O 6 F.F.V.)

1st 118, *Crescent*, 4:55 a.m.

1 BG (Wash.-N.Y.), 2 CH (Wash.-N.Y.), 1 DN (N.Y., off SOU 38), 9 SL (N.Y., off SOU 38)

2nd 118, *Palmland*, 4:55 a.m.

1 BG (N.Y., off SAL/RF&P 192), 5 CH (N.Y., off SAL/RF&P 192), 1 DN (Wash.-N.Y.), 5 SL (N.Y., off SAL/RF&P 192)

104, *Champion (East Coast) coach section*, 6:00 a.m.

Connection from ACL/RF&P 2 (all New York) [Note 1]

190, *Silver Meteor (West Coast)*, 6:20 a.m.

Connection from SAL 32/RF&P 332 (all N.Y.) [Note 1]

114, *Silver Meteor (East Coast)*, 6:40 a.m.

Connection from SAL/RF&P 44 (all New York) [Note 1]

120, *The Potomac*, 7:00 a.m.

1 PL, 1 PL-B, 1 DN, 10 CH (all New York)

Express 122 [Note 2]

6 EXP (N.Y., off SAL 4/RF&P 94, ACL 80, ACL 76, and SAL 192), 3 PS (N.Y.), 1 Rider (N.Y.)

122, 7:30 a.m.

1 PO (Wash.-N.Y.), 1 BG (Wash.-N.Y.), 1 DN (Wash.-N.Y.), 6 SL (N.Y., off SOU 32 *Aiken-Augusta Special*, SOU 40, and SOU 42)106, *Champion (East Coast) coach-slpr. sec.*, 7:50 a.m.

Connection from ACL/RF&P 8 (all New York)

124, *The President*, 8:00 a.m.

13 CH, 1 DN, 1 PL-B, 1 PL (New York)

572, *Buffalo Day Express*, 8:10 a.m.

2 CH (Pittsburgh), 1 PL (Pgh.), 2 CH (Buffalo), 1 PL-DN (Buf.), 2 CH (Harrisburg), 1 CH-B (Hbg.), 1 BM (Hbg.), 1 EXP (Buf.), 1 X29 (Pgh.)

126, *The Legislator*, 9:00 a.m.

10 CH, 2 DN, 1 PL-B, 1 PL, 1 SL, 1 PL, 1 PL-B (all N.Y.)

116, 9:15 a.m.

1 BG (Washington-New York), 1 DN (Wash.-N.Y.), 2 SL (N.Y., off C&O 2 *George Washington*), 3 SL (N.Y., off ACL/RF&P 78 *Palmetto*)

1st Advance 174, 9:50 a.m.

8 cars (N.Y., off SOU 48, *The Southerner*)2nd Advance 174, *The Colonial*, 9:55 a.m.

2 PL, 1 PL-B, 1 DN, 10 CH (all New York)

174, *The Colonial*, 10:00 a.m.

2 CH (New York), 1 BG (Boston), 7 CH (Bos.), 1 DN (Bos.),

1 PL-B (Bos.), 4 PL (Bos.)

128, *Champion (West Coast)*, 10:35 a.m.

1 BG (Wash.-N.Y.), 1 DN (Wash.-N.Y.), 10 cars (N.Y., off ACL/RF&P 92), 1 SL (N.Y., off SOU 30)

Advance 130, 10:55 a.m.

8 CH, 1 DN (all New York)

130, *The Judiciary*, 11:00 a.m.

11 CH (New York), 1 DN (N.Y.), 1 PL-B (N.Y.), 2 PL (N.Y.), 1 PS (Baltimore)

Advance 132, 11:55 a.m.

1 DN, 10 CH (all New York)

132, *The Representative*, 12:00 noon

1 BM, 9 CH, 1 DN, 1 PL-B, 2 PL (all New York)

Advance 176, *The Senator*, 12:55 p.m.

6 CH (New York), 1 DN (Boston), 8 CH (Bos.)

176, *The Senator*, 1:00 p.m.

1 BG, 7 CH, 2 DN, 1 PL-B, 3 PL (all Boston)

412, 1:05 p.m.

[Note 1] (Phila. Broad St.)

534, *St. Louisan/Pennsylvania Limited*, 1:15 p.m.

1 SL (St. Louis), 1 SL (Chicago), 1 PL (Pittsburgh), 1 DN (Pgh.), 4 CH (Pgh.), 1 CH-B (Pgh.), 2 CH (Harrisburg)

Advance 142, *The Embassy*, 1:55 p.m.

15 CH (New York)

142, *The Embassy*, 2:00 p.m.

12 CH, 1 DN, 1 PL-B, 2 PL (all New York)

144, 2:05 p.m.

1 BG (Wash.-N.Y.), 1 BG (N.Y., off SAL/RF&P 108 *Sun Queen*), 6 CH (N.Y., off SAL/RF&P 108), 1 DN (Wash.-N.Y.), 4 SL (N.Y., off SAL/RF&P 108), 2 SL (N.Y., off SOU 18 *Birmingham Special*)

Advance 170, 2:55 p.m.

15 CH (New York)

170, *The Patriot*, 3:00 p.m.1 SL (N.Y., off SAL 110 *Cotton States Special*), 2 CH (Boston), 1 CH-B (Bos.), 8 CH (Bos.), 1 DN (Bos.), 1 PL-B (Bos.), 2 PL (Bos.)

Advance 152, 3:50 p.m.

1 DN, 15 CH (all New York)

1st 152, *The Congressional*, 4:00 p.m.

8 CH, 2 DN, 3 PL, 1 SL, 1 PL, 1 PL-B (all New York)

2nd 152, *The Congressional*, 4:00 p.m.

10 CH, 2 DN, 1 PL-B, 3 PL (all New York)

168, *The Montrealeur*, 4:10 p.m.

3 Mail (New York), 4 CH (N.Y.), 2 CH (Springfield, Mass.), 1 CH-B (Montreal), 1 CH (Mont.), 2 SL (Mont.), 1 PL (Springfield), 1 DN (New Haven, Conn.)

420, 4:30 p.m.

1 CH-B, 10 CH (all Phila. Broad St.)

Relief 420 [Note 2]

13 CH (Baltimore-New York)

Advance 154, *The Executive*, 4:55 p.m.

1 DN, 15 CH (all New York)

154, *The Executive*, 5:00 p.m.

11 CH, 2 DN, 1 PL-B, 3 SL (all New York)

568, *Red Arrow*, 5:10 p.m.

4 SL (Detroit), 1 SL-LG (Det.), 1 DN (Det.), 2 CH (Det.), 1 CH-B (Det.), 2 CH (Pittsburgh), 3 CH (Harrisburg)

558, *Liberty Limited sleeper section*, 5:20 p.m.

1 OB-SL, 4 SL, 2 DN, 1 SL-LG, 5 SL (all Chicago)

556, *Liberty Limited coach section*, 5:30 p.m.

2 CH (Baltimore), 1 OB-CH (Chicago), 2 CH (Chi.), 1 DN (Chi.), 2 CH (Chi.), 1 DORM (Chi.), 1 BG (Chi.)

Advance 156, *The Mount Vernon*, 5:55 p.m.

1 DN, 13 CH (all New York)

1st 156, *The Mount Vernon*, 6:00 p.m.

5 PL, 1 PL-B, 2 DN, 10 CH (all New York)

2nd 156, *The Mount Vernon*, 6:00 p.m.

14 CH, 1 DN (all New York)

520, *Spirit of St. Louis/Jeffersonian*, 6:20 p.m.

1 OB-SL (St. Louis), 3 SL (StL), 1 CH (Indianapolis), 1 CH (StL), 1 DN (StL), 3 SL (StL), 2 CH (StL), 1 CH-B (StL), 2 CH (Harrisburg)

524, *Manhattan Ltd./Northern Express*, 6:50 p.m.

1 SL (Chicago), 1 SL (Erie, Pa.), 1 DN (Harrisburg), 3 CH (Hbg.), 1 BG (Hbg.), 1 PO (Buffalo), 1 EXP (Buf.)

Advance 158, *The Arlington*, 6:55 p.m.

1 DN, 10 CH (all New York)

158, *The Arlington*, 7:00 p.m.

1 PS, 10 CH, 1 DN, 1 PL-B, 3 PL (all New York)

1st 160, *The Constitution*, 8:00 p.m.

10 CH, 1 CH-L, 1 DN, 1 PL-B, 1 PL (all New York)

2nd 160, *The Constitution*, 8:00 p.m.

2 Mail, 2 BG, 7 CH (all New York)

576, *Dominion Express*, 8:05 p.m.

1 SL (St. Louis), 1 SL (Rochester, N.Y.), 1 SL (Canandaigua, N.Y.), 4 SL (Buffalo), 2 CH (Buf.), 1 CH-B (Buf.), 1 CFE (Harrisburg), 3 CH (Hbg.)

538, *The Akronite/The Cleveland*, 8:30 p.m.

1 SL (Akron), 4 SL (Cleveland), 2 CH (Harrisburg), 1 CH-B (Hbg.)

162, 8:35 p.m.

[Note 1] (Phila. Broad St.)

178, *The Speaker*, 9:00 p.m.

1 BG, 1 PL, 1 PL-B, 1 DN, 12 CH (all New York)

Express 144, 9:30 p.m.

Express cars [Note 3]

Advance 172, *The Federal*, 10:00 p.m.

8 CH (New York)

1st 172, *The Federal*, 10:00 p.m.

1 BG (Boston), 10 SL (Bos.), 1 SL (Providence, R.I.), 2 SL (Springfield, Mass.)

2nd 172, *The Federal*, 10:00 p.m.

2 CH (New York), 14 CH (Boston)

552, *The Statesman*, 10:50 p.m.

2 SL (Chicago), 2 CH (Pittsburgh), 1 CH-B (Pgh.), 3 CH (Harrisburg), 1 BM (Hbg.)

Express 172, 11:15 p.m.

Express cars for New England

Car types: BG = baggage; BM = baggage-mail; CFE = café; CH = coach; CH-B = coach-baggage (combine); CH-L = coach-lunch counter; DN = diner; DORM = crew dormitory; EXP = express; LG = lounge; OB-CH = observation-coach; OB-SL = observation-sleeper; PL = parlor car; PL-B = parlor-buffet; PO = postal-operating (RPO); PS = postal-sealed; Rider = crew rider coach; SL = sleeper; SL-L = sleeper-lounge; X29 = boxcar

Notes: 1. Consist not listed; 2. Departure time not listed; 3. Destination not listed.

Train no. Train name Due out of Union Sta.

178, *The Speaker*, 9:00 p.m.

1 BG, 1 PL, 1 PL-B, 1 DN, 12 CH (all New York)

Car quantity Car type Car destination

Evening at Ivy City

One sultry evening in June 1960, photographer Jim Shaughnessy spent several hours at Ivy City engine terminal. Steam had gone, but passenger diesels of four roads, plus Pennsy GG1's and WT RS1's, provided plenty of variety. Recalls Jim:

"Men in rumpled, oil-stained work clothes moved about in the dark with flashlights and various tools and supplies. One would climb into the cab of a locomotive, move it to another location for servicing, and then climb back down as others converged to do their task to get the unit back on the road. Fuel would be added, sandboxes filled, brake rigging inspected, windshields and headlights cleaned, and handrails wiped down.

"Out on the ready tracks, near the crew locker room, several sets of EMD passenger diesels idled, ready to roll name trains to the south and west. Rows of PRR GG1's stood under the wires at one side of the departure area. Also on hand were some of Washington Terminal's fleet of RS1's, which had replaced steam switchers in the 1940's.

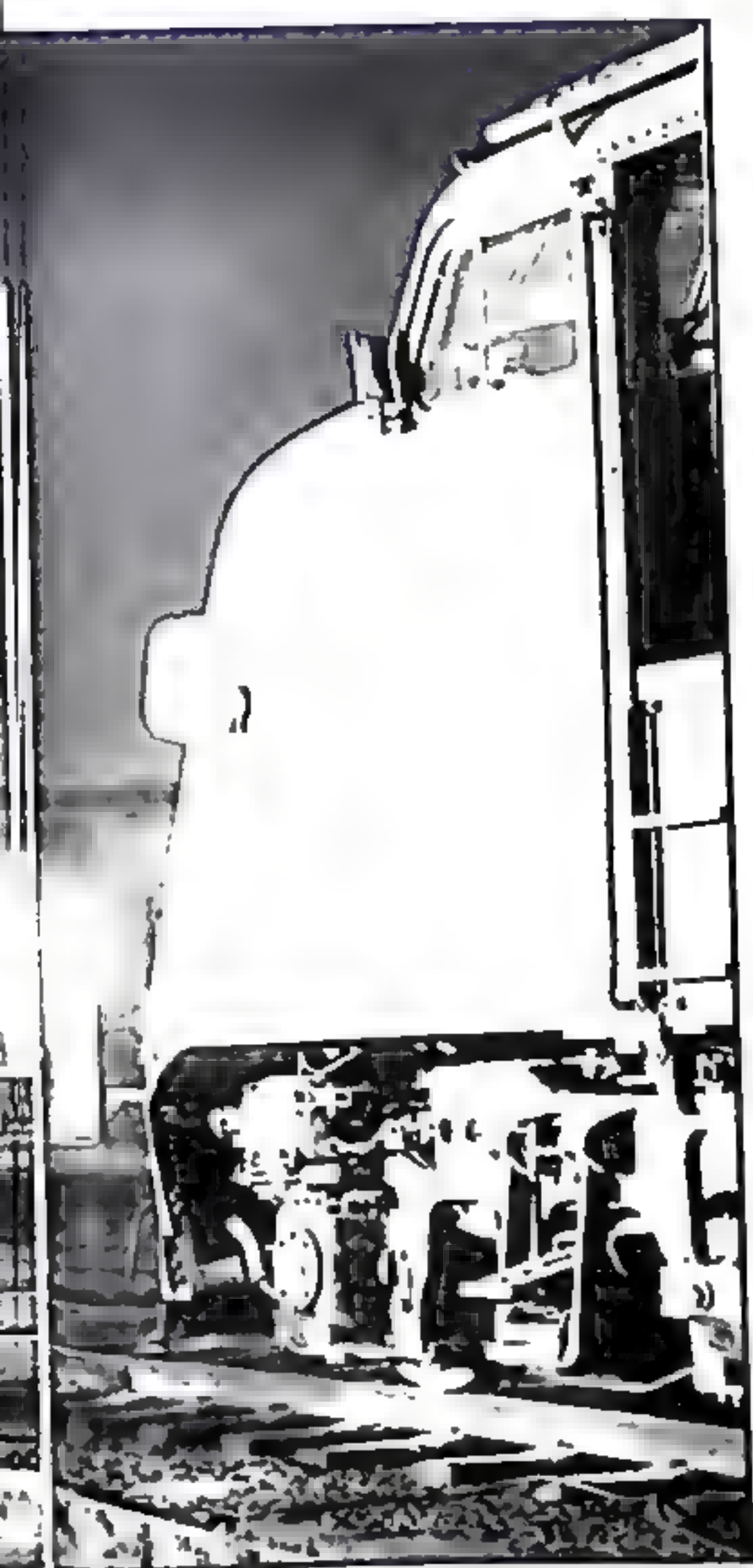
"Several times an hour, two men would emerge from the crew office carrying overnight bags, which they would toss up into the cab of one of the locomotives. After a walk-around inspection of the running gear, they would grab the long railings and climb up into the cab. Soon the engine would be moving out into the maze of tracks and signals toward the waiting trains at the great terminal beyond. There was never a time of inactivity; the constant arrival and departure of trains meant there was always another engine to service or dispatch."

The GG1's and colorful array of diesels are gone, but Ivy City today, like the great station it supports, is vital to the operations of Amtrak's Northeast Corridor. With the added activity of local commuter carriers, it is still a bustling place. ■





FOUR PHOTOS JIM SHAUGHNESSY



Fantrip fun

on the Fonda, Johnstown & Gloversville



Grab a seat on the caboose roof for a 1950 ride
on a colorful New York State short line

By Edward Theisinger • Photos by the author

IN 1950, THE TRIP CHAIRMAN of the New York Division of the Railroad Enthusiasts, Inc., announced a fall foliage excursion up the Hudson Division of the New York Central, then westward in the Mohawk River valley to Fonda, N.Y. The target was the Fonda, Johnstown & Gloversville Railroad, which ran north from Fonda for about 20 miles. It was to be a 411-mile trip, on two railroads, for a fare of \$5. The trip, set for Sunday, October 15, quickly sold out to the capacity of the two reserved coaches we had on NYC's *Advance Empire State Express* out of Grand Central Terminal.

En route north, we enjoyed outstanding fall colors under a crystal clear morning sky along the scenic Hudson River. We arrived at Fonda



At Broomfield, north of the city, the train
stops for a short time to allow passengers to
board the train. The train is one of
the oldest and most popular in the





—a special stop just for our group since the *Advance* and *State* normally just breezed right through the little town—around 11. We were deposited into the hands of the FJ&G, which presented a train with two different cabooses, two freshly painted combines, and a gondola, all powered by a clean, yellow-and-orange Alco S2 diesel. We rode the length of the line up to Broadalbin, where a photo stop gave us an opportunity not only to take pictures but also to literally crawl all over the the equipment—and ride that way on the return trip. As was

Liability doesn't seem to be much of a concern for the boys on the roof of caboose No. 2 during the stop at Broadalbin. FJ&G built the eight-wheel job in May 1911, rebuilt it in January '50.

The day's major stop was at Gloversville, where the train was parked at FJ&G's substantial headquarters building. The fine October day made for great roster photos of S2 diesel No. 20 (Alco, 1945), cabooses 1 (ACF, 1914) and 2, and combine 21 (acquired from the DL&W in 1916).



typical in the situation didn't seem to be on anyone's mind.

It was lunchtime when our train reached Gloversville, the FJ&G's headquarters. Some of us shot more photos in the excellent sunlight, although most others scattered in search of some food.

The FJ&G had been only recently dieselized, and we soon began to wonder where the little road's steam locomotives were. Six lightweight rails leading into a building caused someone to look through a side window. Inside were the steamers—but the build-

ing's windows and doors were locked.

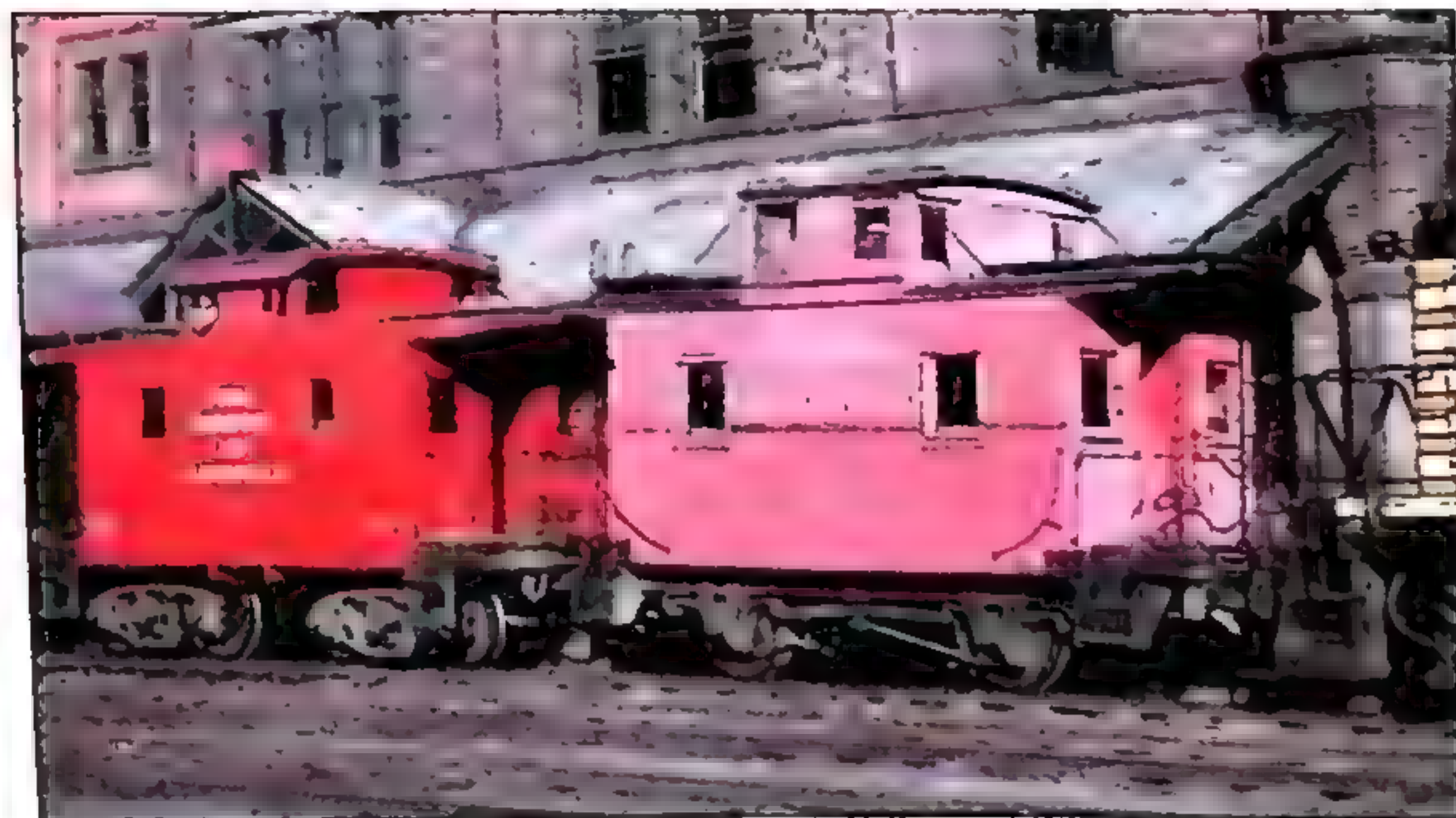
Then we noticed a slight depression in the ground beneath one of the doors, as if a dog occasionally wiggled in and out for shelter. One of the fans had his young son with him. Could the kid perhaps squeeze in, too? The boy tried, and he made it! Now he was in a dark, locked building.

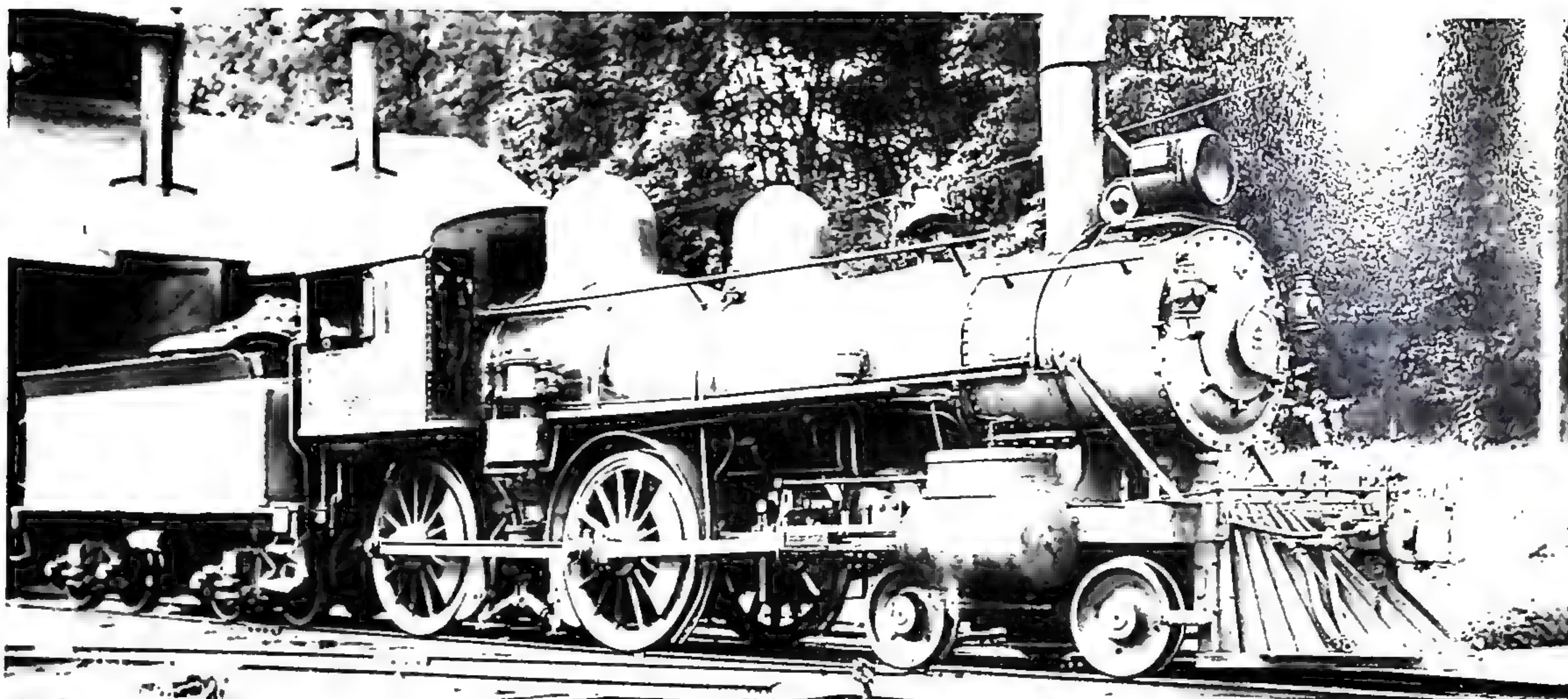
The railfans at the side window analyzed the method of locking, which was a simple two-by-four held up by some hardware. With Daddy shouting instructions through the closed doors, the boy, straining on tiptoes, reached

as high as he could to push the bar upward. The doors opened, the crowd cheered his success, and one small, dusty kid walked out beaming, the hero of the day.

Inside we found six-wheel switcher No. 14 (Alco, 1926), 4-4-0 No. 9 (Alco, 1900), and 4-4-0 No. 8 (Alco, 1901). It was very dark in the enginehouse, but I took a photo anyway, just for the record to show we had finally found the steam engines. Then it was time to reboard for the trip back to Fonda and the New York Central.

At Fonda, we stood in a group at





FREDERICK W. WEINGETZ JR.

Part steam road, part interurban

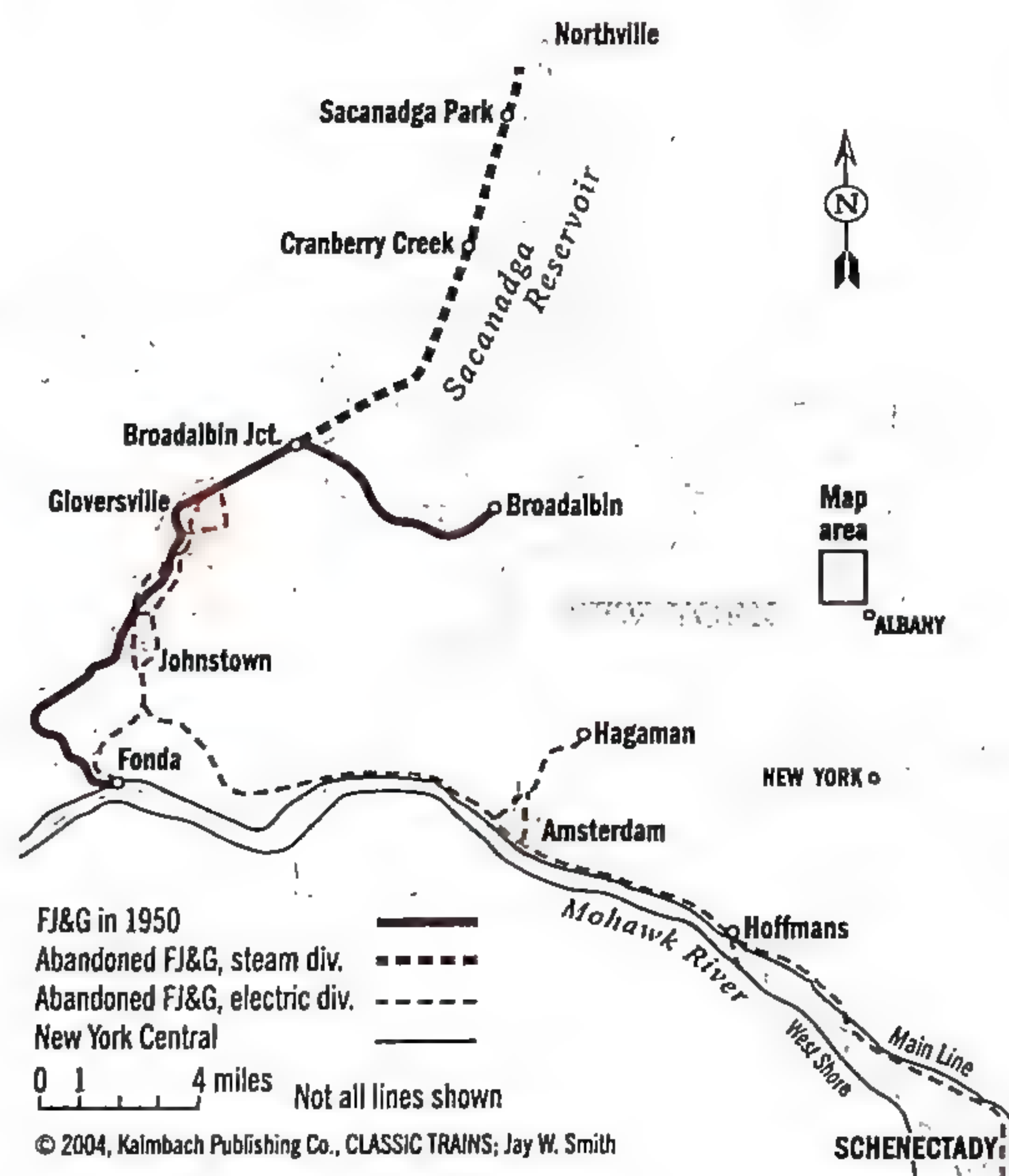
BACK IN MARCH 1959, when the Fonda, Johnstown & Gloversville was still the sleepy, 20-mile short line Ed Theisinger rode a decade earlier, *TRAINS* Magazine ran an article on the carrier. Written by Jim Shaughnessy, the story was 9 pages long (nearly one-quarter of the magazine's feature space), with 16 photos and a large map. Why such extensive coverage of the little pike? The answer is suggested by the article's title, "Case of the Ambidextrous Short Line," for the FJ&G was two railways in one.

Work on what would become FJ&G's "steam division" began in 1867, and the line opened between the company's namesake towns three years later. An extension to Northville opened in 1876 and was soon acquired by the FJ&G, which developed an amusement park and resort area called Sacandaga Park. With the completion of the Broadalbin branch in 1895, FJ&G's steam lines reached their full extent.

Meanwhile, in 1873 the Amsterdam Street Railroad Co. opened a horse-car line, and the Johnstown, Gloversville & Kingsboro Horse Railroad began service in 1889. Electrification soon followed, along with construction of other electric lines. Many passengers for Sacandaga Park rode up from Schenectady and Amsterdam on interurban cars to Gloversville, where they transferred to FJ&G steam trains, and in 1902 the street and interurban railway companies and the FJ&G were consolidated.

A major change came in 1928 when a flood-control project forced the closure of the Northville branch and Sacandaga Park. Since it had almost no passenger business apart from park traffic, the FJ&G dropped all steam division varnish at this time. There were cutbacks on the electric side too, but 1931 saw a determined effort to revitalize Gloversville-Schenectady business. Brill supplied five high-speed lightweight cars for this service, but this wasn't enough, and FJ&G entered an 11-year bankruptcy in 1933. With the 1938 condemnation of a bridge in Schenectady, FJ&G threw in the towel and ended all electric service. Buses replaced the interurbans, and the fast Brills went to the Bamberger Railroad in Utah.

Without the electrics, the FJ&G came to resemble a more conventional short line. It became a popular railfan destination, thanks to its quaint equipment and colorful past. It became part of the Delaware Otsego System in 1974, shut down in 1984, and was abandoned in 1988.—R.S.M.



CHARLES DUNCAN

Electric cars 125 (Brill, 1931) and 177 (St. Louis, '24) at Johnstown.

Tall-stacked 4-8-2 3048, seen outside the Gloversville engine house in July 1935, was one of the three steam treasures still in the building 15 years later when the excursionists from New York arrived. Alas, all three were cut up.

Final photos of the day were of NYC 4-8-2 3048 smoking heavily with an eastbound freight on the main line. At the rear of the 91-car train, the caboose crew enjoyed the late-afternoon sun.

the NYC station, thinking the day's excitement was over. To the west, a 4-8-2 Mohawk started to leave a yard with a freight, heading toward us emitting a towering column of jet-black smoke. Several of us crossed the main line to where the late-afternoon light was better for photos. The Mohawk kept smoking heavily even after it had passed, looking like the fireman had an unlimited supply of old tires to throw in the firebox.

Our excitement was not over, though. Again to the west, we saw a fast-moving passenger train approaching. The Hudson on the head end roared past the station, with its crew giving us quizzical stares. It was the *Advance Empire State Express*—our ride back to New York—and they must have forgotten about the instruction to make a special stop at Fonda for our group.

The brakes came on very hard, although not to the point of flattening the wheels. Our group had to trudge along the four-track main line to climb aboard the rear car, but we didn't look upon that as a problem. It had been a wonderful day to remember. ■







9 decades in the service of steam

Stratford Shop became Canadian National's
biggest—and last—steam overhaul facility

By James A. Brown • Photos by the author

IT WAS ARTHUR ALDER'S last day on the job. For over 40 years, his chosen vocation had been steam locomotive maintenance, a craft he had practiced for the most part in Canadian National's giant Stratford (Ontario) motive-power shop. This place had repaired its first steam locomotives 90 years before. By now, though, steam operations on CNR had ended a year and a half ago, and Stratford had outshopped its last locomotive for regular service. The massive facility, always dedicated to steam power, was in its death throes. Alder would spend this day, November 30, 1961, in farewells to his mates and reflections on a career—and a way of life

—that was winding down.

The tracks of the Grand Trunk Railway of Canada first reached Stratford in 1856. The city is in the heart of southwestern Ontario, about midway between Toronto and the U.S. border on the GTR's main line to Chicago. By 1870, Stratford had become the center of GTR's regional operations, and the railway logically selected it as the site of new locomotive and car shops. The shops opened in 1871.

Despite having shifted heavy-car repair in 1888 to new facilities in London, Ont., 33 miles southwest, GTR was obliged to rebuild, modify, and expand Stratford shops to keep ahead of an expanding fleet of locomotives, which were ever longer and heavier. Four times GTR enlarged the shop, in 1888, 1904, 1908, and 1919. When Alder began his apprenticeship with the Grand Trunk, the original two-building,

Mountain 6001 rides above Consolidation 2721 in Stratford's vast erecting hall on December 29, 1958. Within three months, even minor steam repairs would cease here.



39,000-square-foot shop of 1871 had evolved into a complex that exceeded 275,000 square feet.

By 1923, though, after amassing a 4800-mile system (one quarter of it in the U.S.) from 125 individual railways, Grand Trunk was on its financial knees. On January 23, 1923, the GTR became part of Canadian National Railways, a creation of the Canadian government. Under CNR stewardship, the Stratford main shop was expanded again, in 1928 and one more time in 1948-50, becoming—at 313,000 square feet—the largest main shop on the CNR system.

As Alder strolled around the now-quiet stores building and powerhouse, past his old haunts in the tender shop, boiler shop, and machine shop, and into the vaulted hall of the erecting shop, he reflected on the days when the “Big Shop” (as it was known to Stratford railroaders) literally trembled with activity.

It was organized chaos, and a smorgasbord for the senses. There was the hum of generators and electrical machines; a never-ending sibilance of steam and compressed air and welders’

torches; the heavy thud of the steam hammer; a gear whine as the overhead crane eased a 150-ton locomotive down the length of the erecting hall, high above the engines below; the booming shop whistle, which regulated not only the Big Shop’s activities but seemingly all of Stratford’s as well; an amalgam of smells—hot oil, solvents, freshly milled wood, coal smoke, paint; and everywhere a cacophony of percussion from shop machines and hand tools and material trolleys.

He recalled the locomotives. All steam, of course. There were switchers, Moguls, Ten-Wheelers, Consolidations, Pacifics, Hudsons, Mikados, Mountains, Northerns, Santa Fes. There were other creatures repaired at the Big Shop, too—cranes and “doodlebug” railcars mostly—but their needs were minor compared to the work required by the steamers. No diesel locomotive ever received classified repairs at Stratford.

Then there were the men. Over Alder’s career, so many men. Through its apprenticeship programs, Stratford trained—and Arthur Alder worked alongside—hundreds and hundreds of

In January 1959, Stratford men cut apart the frame of 4-8-2 6032, being scrapped less than two years after receiving classified repairs here.

machinists, pipefitters, boilermakers, blacksmiths, and electricians. Many of these men went on to assignments elsewhere on the CNR. But many also chose to spend their entire career in Stratford; it was a closely knit family.

A few diesels began appearing on CNR trains in the Central Region in the late 1940’s, but in the early ’50’s hundreds were added to the roster, more were on order, and the handwriting on the wall was becoming unmistakable. Around the Big Shop there grew an uneasy sense of foreboding. In 1953, with more than 2400 steam engines still on the roster, CNR confirmed their fears: Stratford would not take on diesel repairs, and the shop was expected to be closed within a decade. The shock was palpable.

Still, the Big Shop had never been busier, as other CNR backshops—at Montreal, Moncton, Battle Creek, and Winnipeg—began repairing diesels, and more and more of their steam work was sent to Stratford. In 1955, when overall dieselization was far advanced in the U.S., Stratford’s Big Shop overhauled 290 steam engines. The next year saw production reach an all-

Like one who is gravely ill, the shop enjoyed a magnificent rally just before the end.

Back from a 2-8-4 6221 hostles freshly shopped in 1958. 2-8-0 2721 outside the Erecting Shop in January 1959.

time high: 370 locomotives, eclipsing even the frenetic output during World War II. More than 1500 employees worked in the Shop, on 48-hour weeks, to keep up with the demand.

Despite it all, though, steam's days were clearly numbered. Locomotive retirements and scrapplings were brutal. By mid-1958, CNR's roster was down to about 1300 steamers, many of them stored and never to run again. Alder recalled a somber meeting at the Big Shop that June, which detailed a program of layoffs for 850 men and proposed a "temporary work program" for those more senior. Major overhauls for Central Region engines had ended, and the shop was keeping busy with minor work, mostly converting from coal- to oil-burning some locomotives destined for the Western Region. (Ironically, some of these locomotives were laid up before completing their journeys west, to be scrapped without having turned a revenue wheel after their conversion.)

Thus, beneath its Sword of Damocles, Stratford's sights and sounds of steam continued through 1958, and freshly painted locomotives were turned out ready for service at the rate of two or three a week.

It couldn't last. The final oil-burner, 2-8-2 3552, was outshopped on January 12, 1959, and light repairs to the few engines still in service were all done by the end of March. Like one who is gravely ill, CNR's Stratford Motive Power Shop enjoyed a magnificent rally just before the end. But inevitably the end did come.

It came for CNR regular-service steam, in fact, while Alder was still employed at Stratford. In the U.S., on March 27, 1960, Grand Trunk Western 4-8-4's 6319 and 6322 operated the "last regular major run" of steam in the country, on two sections of passenger trains 21 and 56 from Detroit to Durand, Mich., and return, although GTW did use steam sporadically on freight and the occasional passenger train for a short time thereafter. A month after GTW's ceremonial day, on April 25, 1960, CNR 4-8-2 6043 rang down the curtain on system steam operation when it hauled train 76 from The Pas to Winnipeg, Manitoba.

More on our website

See a movie clip of Canadian National steam in action, plus more on Stratford Shop, at our website, www.classictrainsmag.com



Oh yes, Alder recalled, there was other work at Stratford after that: rebuilding cranes, fabricating track components, scrapping of steam engines, odd things. And a portion of the shop had been leased to Cooper-Bessemer for its then-expanding Canadian market for heavy diesel and gas engines and compressors. But the spirit of steam was gone.

Well, not completely. As he reached the east end of the Big Shop's erecting hall on his last day of service, Alder paused for a moment at Pit 4 to reflect on 4-8-4 6167, in for Class 5 (minor) repairs after two seasons of excursion service. For a few moments, he savored

Dressed in a suit for his last day on the job, Arthur Alder inspects excursion-service 4-8-4 6167, back at Stratford for Class 5 repairs.

the memories. Then he turned his back on the big engine and slipped out of the great building for the last time. ■

POSTSCRIPT: One of Stratford Big Shop's last-ever tasks was the overhaul of 4-8-4 6218 in November 1963, to replace 6167 in excursion duties. Arthur Alder would have been pleased. On March 31, 1964, all remaining Stratford Shop employees were transferred, retired, or laid off, and the facility was finally closed, 93 years after it all began.



The Railroad

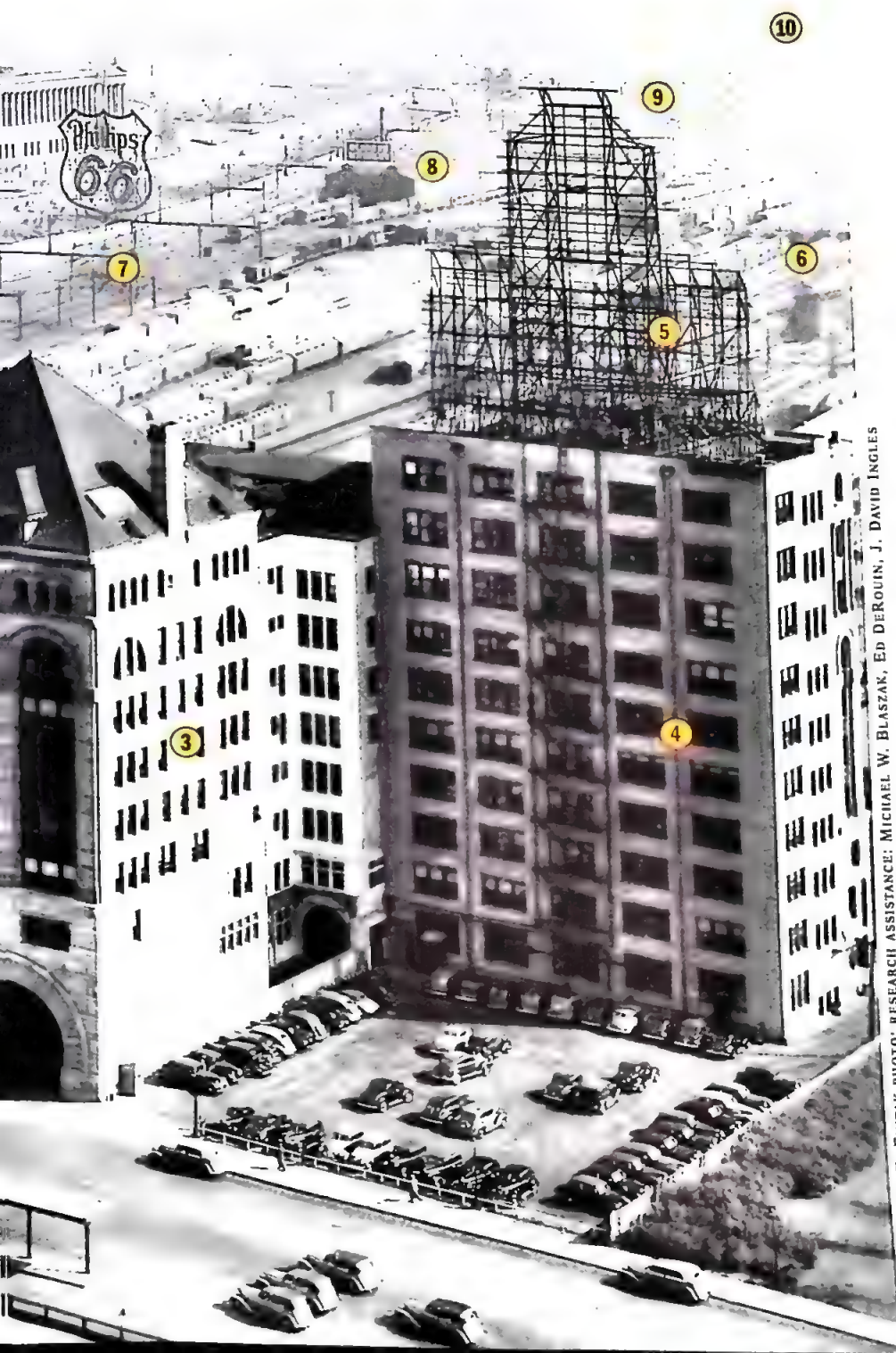


Capital through the years

Giant on the lakefront

IN THREE VIEWS OF CHICAGO—taken, respectively, six, seven, and four decades ago—we see four of the six downtown passenger terminal areas and two outlying coach yards. The facilities served 13 of the city's 20 Class 1 passenger railroads.

Illinois Central wasn't the first railroad in Chicago, but was one of 10 Class 1's headquartered there and became arguably the most visible, thanks to its lakefront location. Its Romanesque Revival-style Central Station, built on fill in Lake Michigan for the 1893 World's Columbian Exposition, served IC plus New York Central's Michigan Central and Big Four. We believe this 2:47 p.m. photo dates from fall 1940 after a refurbishment of the station. Note the diesels at lower left—an EMC SW1 (IC got its first seven in 1939-40) and the two box-cabs (which belong to NYC, not IC). Ironically, there isn't a passenger train in sight, even on the suburban line. Today, Central Station and the IC offices are gone, and all rail activity here is passenger, operated by Metra Electric and the South Shore Line.



VICTOR E. FINTAK PHOTO; RESEARCH ASSISTANCE: MICHAEL W. BLASZAK, ED DEROUIN, J. DAVID INGLES

- 1 Central Station (demolished 1974)
- 2 11th Place taxi loading zone
- 3 Illinois Central General Office bldg. (razed 1974)
- 4 IC General Office building annex
- 5 Framework for new IC neon advertising sign
- 6 Weldon tower (below) and coach yard (to left)
- 7 Phillips 66 sign over suburban tracks (razed '70's)
- 8 18th St. electric M.U. shed and M.U. coach yard
- 9 18th Street pedestrian bridge
- 10 23rd Street viaduct (to McCormick Place today)
- 11 Soldier Field (built 1926)
- 12 Chicago Park District headquarters (razed 1990's)
- 13 Northerly Island (site of Meigs air field until 2003)
- 14 Field Museum of Natural History (built 1919)
- 15 Lake Shore Drive (built 1920's)
- 16 Streetcar station, turning loop (built 1933 for Fair)
- 17 Streetcar bridge over IC (demolished 1953)
- 18 Steam transfer freight from South Water St. yard
- 19 IC suburban tracks (electrified 1926)
- 20 IC suburban/South Shore 12th Street station
- 21 Suburban station pedestrian bridge
- 22 Pedestrian overpass to Grant Park



RIVER STRAIGHTENING PROJECT,
GREAT LAKES DREDGE & DOCK CO.,
PHOTO BY CHICAGO AERIAL SURVEY CO.,
DATE 11-4-28 NO. 6918



Two south Loop terminals, plus a half

Centered above 12th Street about seven blocks west of Central Station, we are west of Dearborn Station but see La Salle Street, Grand Central, and Union stations as they appeared in late 1928 just as the 27-month project to straighten the Chicago River's South Branch began. This work would, among other things, install a long, climbing curve for trains out of Grand Central to elevate the B&OCT tracks onto a new river drawbridge parallel to the IC-C&NW St. Charles Air Line and over the PRR/C&A/CB&Q leads to Union Station, eliminating the city's busiest grade-level rail crossing (36 diamonds) at 16th and Stewart streets. At top left, Union Station's head house, which still stands, is barely visible; the concourse came down in 1969 for an office building. Grand Central is gone, and Metra's current La Salle Street terminal is about where the south end of the trainshed was. Amtrak's coach yard occupies all the former PRR land south of the PRR freight station site.

- 1 Chicago Union Station concourse (opened 1925)
- 2 U.S. Post Office, Van Buren St. terminal (built 1922)
- 3 Harrison Street interlocking tower (CUS)
- 4 Chicago & Alton freight houses
- 5 PRR 5-story Polk St. freight station (built 1918)
- 6 Pennsylvania Railroad commissary
- 7 Pullman Company commissary
- 8 PRR car dept.
- 9 PRR coach yard
- 10 Former Baltimore & Ohio yard (river will be here)
- 11 New (left), old (right) 12th St. moveable bridges
- 12 Baltimore & Ohio Chicago Terminal drawbridge
- 13 Taylor St. drawbridge, Chicago River, South Branch
- 14 Polk St. drawbridge
- 15 Harrison St. drawbridge
- 16 Grand Central Station (built 1889, razed 1971)
- 17 Grand Central Station trainshed
- 18 Pere Marquette freight house
- 19 Chicago Great Western freight house
- 20 Baltimore & Ohio freight houses
- 21 American Forwarding Co. freight house (under street)
- 22 Wells St. ramp to 12th St. (a.k.a. Roosevelt Rd.)
- 23 La Salle St. Station (LS&MS-built 1903, razed 1981)
- 24 La Salle Street Station trainshed (razed ca. 1933)
- 25 Rock Island Polk St. interlocking tower
- 26 New York Central (LS&MS) outbound freight house
- 27 Rock Island outbound freight house
- 28 Rock Island inbound freight house
- 29 RI team tracks and old passenger station leads
- 30 Ramp to newer Pere Marquette freight house

CHICAGO AERIAL SURVEY CO. PHOTO, ERIC BRONSKY COLLECTION; RESEARCH ASSISTANCE: MICHAEL W. BLASZAK AND ED DELROUIN





Support facilities to the west

North about three blocks from Union Station and Chicago & North Western Passenger Terminal, then west 2 miles, is the Western Avenue interlocking, controlled (to this day) by Tower A-2 (currently Metra's). Here Milwaukee Road's main line crosses C&NW's West Line (Geneva Sub), and the old PRR "Panhandle" (owner of the line into CUS's north side) diverges to the south (today it's a Norfolk Southern spur). Tower A-2 is just out of the photo at lower right. Our focus is on the adjacent coach yards of C&NW and Milwaukee (in use today by UP and Metra). The latter has full engine support facilities, but C&NW units were cared for at the M-19A "diesel ramp" west another 2 miles at 40th Street. This 11 a.m. weekday photo is from late 1963 or so. C&NW has a full complement of bilevel commuter cars, but the 400 (note the observation car, stored, below "4") has come off (in July 1963), and there are three dozen bilevels in Milwaukee's yard (to the right of "21 right"); its first 40 bilevels arrived in 1961.

- 1 C&NW Geneva Sub main line (Chicago to Iowa)
- 2 C&NW California Ave. coach yard, "The Patch"
- 3 California Ave. coach yard, "Old Yard" portion
- 4 California Ave. coach yard, "North Yard" (ex-freight)
- 5 C&NW "South Yard" (freight; later a scrapyard here)
- 6 Griffin Wheel Company
- 7 Sacramento Ave. (north-south)
- 8 California Ave. (north-south)
- 9 C&NW connection to Rockwell Sub
- 10 PRR connection to "Panhandle" line to 59th St. Yd.
- 11 Corner of Fulton St. (e.-w.), Campbell Ave. (n.-s.)
- 12 Corner of Fulton St. (e.-w.), Artesian Ave. (n.-s.)
- 13 Western Ave. (north-south)
- 14 MILW main line, Tower A-2 to Pacific Jct.
- 15 MILW Western Ave. commuter station
- 16 MILW Campbell Ave. team tracks
- 17 MILW Tower A-3 (upper), freight yard office (lower)
- 18 Grand Ave.; spur crosses to Nelson Bros. warehse.
- 19 MILW "Spur Yard" for overflow car storage
- 20 MILW Western Ave. coach yard
- 21 MILW commissary (right), car department (left)
- 22 MILW Western Ave. diesel house
- 23 MILW roundhouse (upper), car washer (lower)
- 24 MILW and C&NW steam plants/power houses
- 25 MILW Western Ave. freight yard No. 1
- 26 MILW Western Ave. freight yard No. 2
- 27 MILW freight yard No. 3 (all 3 now city auto pound)
- 28 MILW Tower A-4 (right), switchtender shanty (left)
- 29 MILW Tower A-5 (Pacific Jct.)

C&NW PHOTO; RESEARCH ASSISTANCE: MICHAEL W. BLASZAK, ART DANZ, ED DEROUIN, CRAIG WILLET

Photo Section



THREE PHOTOS, JACK EMERICK

JERSEY JAUNTS: In July 1957, Erie and Delaware, Lackawanna & Western were three years from merging, and Erie operator Jack Emerick was out for photos. At Mountain View, N.J., a tower guarded the crossing of Lackawanna's double-track Boonton Line and Erie's 32-mile Greenwood Lake Division. Hot DL&W freight NE-4 hits the diamond behind A-B-B-A F's led by F7A 633 (above), and an Erie Midvale-Hoboken local (far right) ambles by with RS2 911 and two Stillwell coaches. A few miles west at Denville (right), where the Boonton joined the electrified Morris & Essex Division, Boonton train 1028, out of Netcong at 10:26 a.m., heads east behind FM Train Master 857. Today at Mountain View, NJ Transit's Boonton Line trains bend off the old Erie from Montclair onto the former DL&W for Denville.





Photo Section



FORM 19

SOO LINE RAILROAD

JULY 6 1956

TRAIN ORDER NO. 26

To C & E NO 63

To

Tr

Th

At VN TOWER

NO 63 ENG 551 TAKE SIDING AND MEET NO 62 ENB 505 AT
FREDERIC
V E

125P * CF

Meyer

Operator

EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER



A SHOW IN MAROON AND GOLD:
Once a day in the 1950's, the town of Frederic, Wis., population 1100, would see a burst of activity as Soo Line's daily Twin Cities-Twin Ports coach-only trains would meet at 3:25 p.m. Southbound 63, with GP9 551 in charge, has left the station to take siding for 62, headed by FP7 505. All tickets between Minneapolis-St. Paul and Superior-Duluth were honored by any of the three paralleling carriers, but Great Northern's *Gopher* and *Badger* offered parlor-buffet cars, and Northern Pacific's overnight *Twin Ports-Twin City Express* had a standard Pullman sleeper. Leftover from pre-highway times and dependent on the Post Office for sustenance, Soo's trains lasted until June 25, 1961. Today the line is a recreation trail, but the Frederic depot is a museum and has a Soo caboose on display.



THREE PHOTOS, MARVIN NIELSEN



STATION SWITCHER: Southern Pacific S-12 class 0-6-0 switcher 1278, homebuilt some two decades before, apparently is just setting the consist for the pride of the system, the *Morning Daylight* for Los Angeles, into the 3rd & Townsend depot in San Francisco on June 13, 1941. Ahead after the 8:15 a.m. departure, likely behind a GS-series 4-8-4, is a 9½-hour run over the 470 miles down SP's Coast Line to the City of Angels. War in the Pacific is less than 6 months ahead, so it is possible that the late photographer Peterson, a Chicago native, was already in the Army, as he spent much of his war-time tour on the island of Guam. A cartographer by trade, he settled in Denver after the war and made a career with the U.S. Geological Survey. At least 11 of 1278's SP 0-6-0 sisters were preserved in California alone.



DAN K. PETERSON; AL CHIONE COLLECTION



LEAVING THE GULF: The rear of two doubleheaded Louisville & Nashville Pacifics pops off, indicating all is about ready for departure from the road's Canal Street Station in New Orleans on October 3, 1943. The engines are both homebuilt: K-4B class 252 from the early 1920's, and K-4 class 233 from the late teens. Although no flags are hung on the lead engine, the presence of a passenger-carrying car behind the locomotives, the date, and the fact that photographer Kindig spent time along the Gulf of Mexico during his military tour in World War II, suggest that this might well be a troop train. In another 12 years, L&N will vacate this ancient facility—whose tracks crossed the busy thoroughfare—for the brand-new Union Passenger Terminal, which replaced five old stations serving the city's eight passenger railroads.

RICHARD H. KINDIG; AL CHIONE COLLECTION



Photo Section

GOOD HOUSEKEEPING: Known to many as the “Wild Mary” for its topography, 878-mile Western Maryland was also known to keep its equipment in tip-top shape, and that held true through the diesel era. In 1953, one of its 20 workhorse H-8 class 2-8-0’s (Schenectady, 1914) gets some routine love and care in the Hagerstown engine terminal. The husky H-8’s weren’t pretty, but their 61-inch drivers could exert 61,298 lbs. of tractive force. You still can get the feel of WM’s spiffy operation today on the Western Maryland Scenic tourist line out of Cumberland, albeit behind a 2-8-0 imported from Upper Michigan’s Lake Superior & Ishpeming, dressed up as WM 734.



WARREN L. BAIN

A FINAL TRIBUTE: The engineer of Denver & Rio Grande Western 2-8-2 498 is silhouetted in the cab window as the K-37 Mike rounds the horseshoe after taking water at Lava Tank, N.Mex. (visible across the way), southwest of Antonito, Colo., on August 28, 1967. Sister 493 is helping at the rear. In cooperation with D&RGW, photographer Gruber rode the engine and caboose, and paced in an auto, for a final pictorial tribute on the fabled narrow-gauge, which appeared in October 1969 *TRAINS*. By then, though, the action was over—the last revenue steam run (except for the Silverton branch) occurred on December 6, 1968 [Winter 2002 *CLASSIC TRAINS*].



JOHN GRUBER



FRASER HALE

RICHARD STEINHILMER



WELCOME TO FLORIDA: Train porters swig glasses of fresh orange juice on the station platform during the *City of Miami's* 8-minute stop at Fort Pierce, Fla., on the Florida East Coast in 1953. An announcement was made on board in advance of the scheduled 12:47-12:55 p.m. pause, and you'll note that oranges were also available by the bag. The every-third-day Chicago-Miami train will arrive in Miami at 3:40, depart north again at 5:40, and call here at 8:23 this evening. Essentially an Illinois Central operation, the streamliner was also handled by Central of Georgia (Birmingham-Albany, Ga.) and Atlantic Coast Line (Albany-Jacksonville).

TIMELESS TABLEAU: Except for the multi-color livery (from top: black, orange, and maroon) on box-cab electric E-37, this 1950's scene at Butte, Mont., on the Milwaukee Road could date back two or three decades. The boxcar's lettering is post-1928, when "& Pacific" was added to "Chicago, Milwaukee & St. Paul" in a reorganization, but the locomotive dates from 1916. After performing as mid-train helper for the climb over Pipestone Pass, the electric is being uncoupled from the westward train's consist. Some of Milwaukee's box-cabs lasted until close to when the juice was turned off in 1974, and this part of the railroad was an abandonment victim of Milwaukee's 1977 reorganization.

Photo Section



THREE PHOTOS, ARTHUR W. WEBER



CLASSIC RIDE: It was one of the most scenic railway trips in North America, on the self-proclaimed "World's Greatest Travel System." In June 1954, photographer Weber rode Canadian Pacific's train 12, the *Kettle Valley Express*, on its entire 962.6-mile journey from Vancouver, British Columbia, to the prairie town of Medicine Hat, Alberta. The heavyweight train, behind an A-B duo of Canadian Locomotive (Fairbanks-Morse design) C-Line diesels, included coaches, a parlor-diner, and a sleeping car that was forwarded on to Regina, Saskatchewan, by mainline train 8. West-bound counterpart train 11 was the *Kootenay*. Having left Vancouver at 8 a.m., and Hope, in the Fraser River canyon, at 10:40 a.m., Weber's train was climbing the Coquihalla River canyon toward Brodie, B.C., on the last leg of CPR's "southern main line" (a.k.a. "Kettle Valley route" for the railway finished in the mid-teens), when he made these two vestibule photos (left). Fifty-four miles beyond Hope, the train paused by the water tower at Brookemere, at 1:30 p.m. (opposite page). It would not reach Nelson, B.C., 513 miles from Vancouver, until 5:30 the second morning. After Nelson and Cranbrook, B.C., will come the climb over Crowsnest Pass before reaching Lethbridge, Alta., on the High Plains to begin the last leg of a classic 37½-hour odyssey.





Building a better boxcar

Nickel Plate anticipated a postwar trend in rebuilding wooden auto boxcars into larger all-steel haulers

By John B. Corns • Photos by George Jay Morris for NKP, from Corns collection





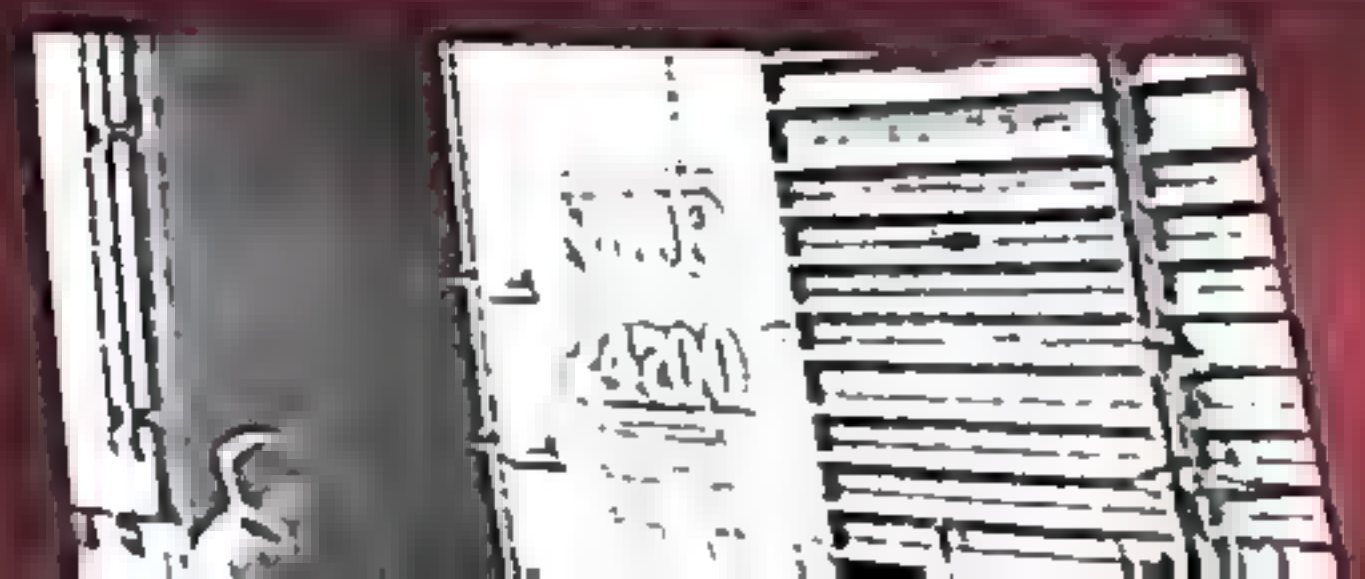
AMERICA'S ENTRY into World War II saw most of the country's steel output diverted to the production of war materiel. The War Production Board determined how and where resources would be used, and little steel was allocated for the upgrading of old railroad freight cars. Consequently, weary rolling-stock veterans soldiered on in their original wood-sided configuration, hauling raw materials and finished products for the war effort. By 1945 and the assurance of victory overseas, many of these cars, over two decades old, had reached the end of their useful lives. Long overdue for rebuilding or retirement, those still having sturdy steel underframes were likely candidates for resurrection.

Typical of such overworked cars were Nickel Plate Road's 42-foot composite boxcars (*i.e.*, of steel and wood construction), built in 1924 by Illinois Car & Manufacturing Co. for protected transport of new automobiles. They featured double side doors and originally were numbered in the 20000- and 29000-series. In 1933 some had been rebuilt and renumbered into the 9000- and 12000-series, but none was upgraded. Since manufacture of the family auto had been suspended during the war, it was expected that the American public would flock to dealer showrooms once Detroit's automobile assembly lines had been retooled for peacetime production.

NKP anticipated the coming changes in national priorities and prepared to

meet the renewed demand for consumer products by renewing its fatigued car fleet. During 1945-47, NKP rebuilt 1200 composite, wooden boxcars into all-steel cars at its Frankfort (Ind.) car shop. The first one, 24500, was built from the skeleton of 21-year-old boxcar 12575. Photographed by supplier Youngstown Steel Door at Frankfort after its completion on May 3, 1945 (above), this car lacked the black ends and roofs that subsequent rebuilds in this series would receive.

Midway through the program, NKP hired New York free-lance photographer George Jay Morris to record the rebuilding process. Morris went to Frankfort twice, in October 1945 and August 1946. Join us now as he shows us how a "box-car kit in 1:1 scale" comes together.



New lives for old vets

As the war wound down, NKP lined up worn-out composite boxcars behind the shop, awaiting delivery of new steel. After inspection, 300 of the best stored cars—including this one, 29116—were chosen for overhaul. (The rest were stripped of usable parts, their wooden bodies burned, and the remaining steel frames and pressed-steel ends scrapped.) Using an acetylene torch, a carman cut two holes in the center of a car's sheet-steel roof to aid in its later removal. After torching off the brake wheel and staff, he made a horizontal cut near the roofline on each car end. This separated the ends from the roof and, after polishing with a grinding wheel, also provided a clean edge for adding a taller end-sheet section. After tearing out the car's old wood floor, carmen removed all rivets, bolts, and corner braces securing the ends to the sides, and cut all connections between the sides and underframe.



Lifting the body from the frame

Frankfort's 160-ton-capacity, steam-powered Bucyrus wreck crane X50004 got a lighter, happier duty than normal in removing the cars' wooden bodies from their steel underframes. Two hooks were lowered through the holes previously cut in the roof and attached to the bottom of the car's sides through its open doorways. With minimum effort, the crane lifts—in one piece—the body off the frame of car 12516 and swings it away for burning of the wood and recovery of steel scrap. A car's old cast-steel truck side frames and 33-inch cast-iron wheels would remain.



Adding temporary support

To prevent the now-unsupported car ends from possibly bending over and becoming damaged when the skeletal cars are moved down the track to the next work station, supporting angle braces are temporarily bolted between a car's ends and underframe. Carmen continue their torch work on the remains of boxcar 12033, removing from the frame all brake rigging, including main and auxiliary air reservoirs. Notice the telltale holes in 12033's old end sheets indicating where rivets, ladders, grabirons, bracing, and other appurtenances once were located. In the background sits car 24700, a recent graduate of the rebuild program.



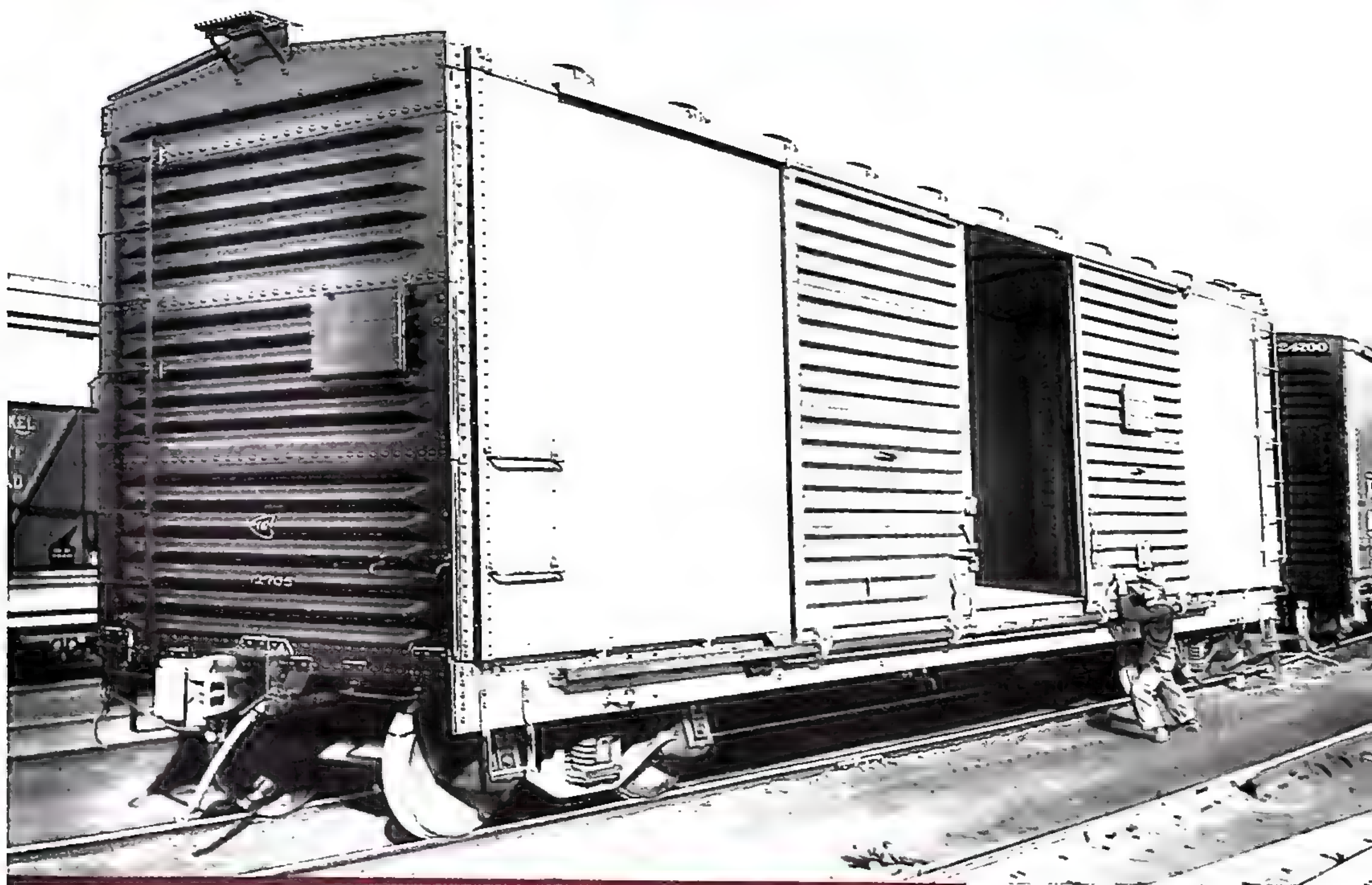
Installing the new car sides

After a car's old Murphy ends are sandblasted, new holes are drilled and taller, peaked end-sheet sections are riveted to the top of existing end sheets along the earlier cuts. This boosts the car's interior height by 6 inches to 10½ feet. New side channels are riveted to the underframe to support the increased weight of the new steel side panels and larger double doors. These new car sides are being lowered into position by the same crane that had removed the old carbody. Prior to riveting them together, workers aligned pre-drilled holes for a perfect fit between the old car ends and new side panels. The end corners in the new sidesheets are pressed so a car's interior and exterior widths are increased (by 8 inches) while still using the car's original, narrower ends. The ½-inch side sheets and corrugated doors were made in Ohio by Youngstown Steel Door Company, whose successor YSD Industries was to close in March 2004 after 80 years.



Lowering the new roof

After the new side panels are riveted to the old ends and new side frames, a prefabricated roof is lowered onto the strengthened carbody by an overhead electric crane behind the shop. Plainly visible is the taller, peaked end section that was attached above the end panel. New steel roof panels were manufactured by Murphy and shipped to Frankfort for final assembly by NKP employees. With the basic body shell done, there still is a lot of work to do before the car is ready for service, including adding new couplers and draft gears, a metal floor covered with 1¼-inch tongue-and-groove lumber, tongue-and-groove wood lining in the sides and ends, and a New York "AB" air-brake system. Minor work, such as hanging the paired side doors with Camel locking fixtures, and installing ladders, grabirons, and Apex Tri-Lok metal running boards, will finish the rebuild. Each car will have an Evans Auto-Loader installed.



Almost ready to go

Bearing little resemblance to its former appearance as wooden boxcar 12705 (note the old number chalked on the end panel), one more resurrected NKP boxcar has been assembled, and a car-shop employee is shutting one of the side doors. All that's left to do is apply final painting and lettering. This car's ends and roof already wear a final coat of gloss black paint, but the rest of the carbody is in primer, awaiting application of standard boxcar red paint. Some of the NKP rebuilds were painted in this two-tone scheme, while others wore the usual solid red oxide.

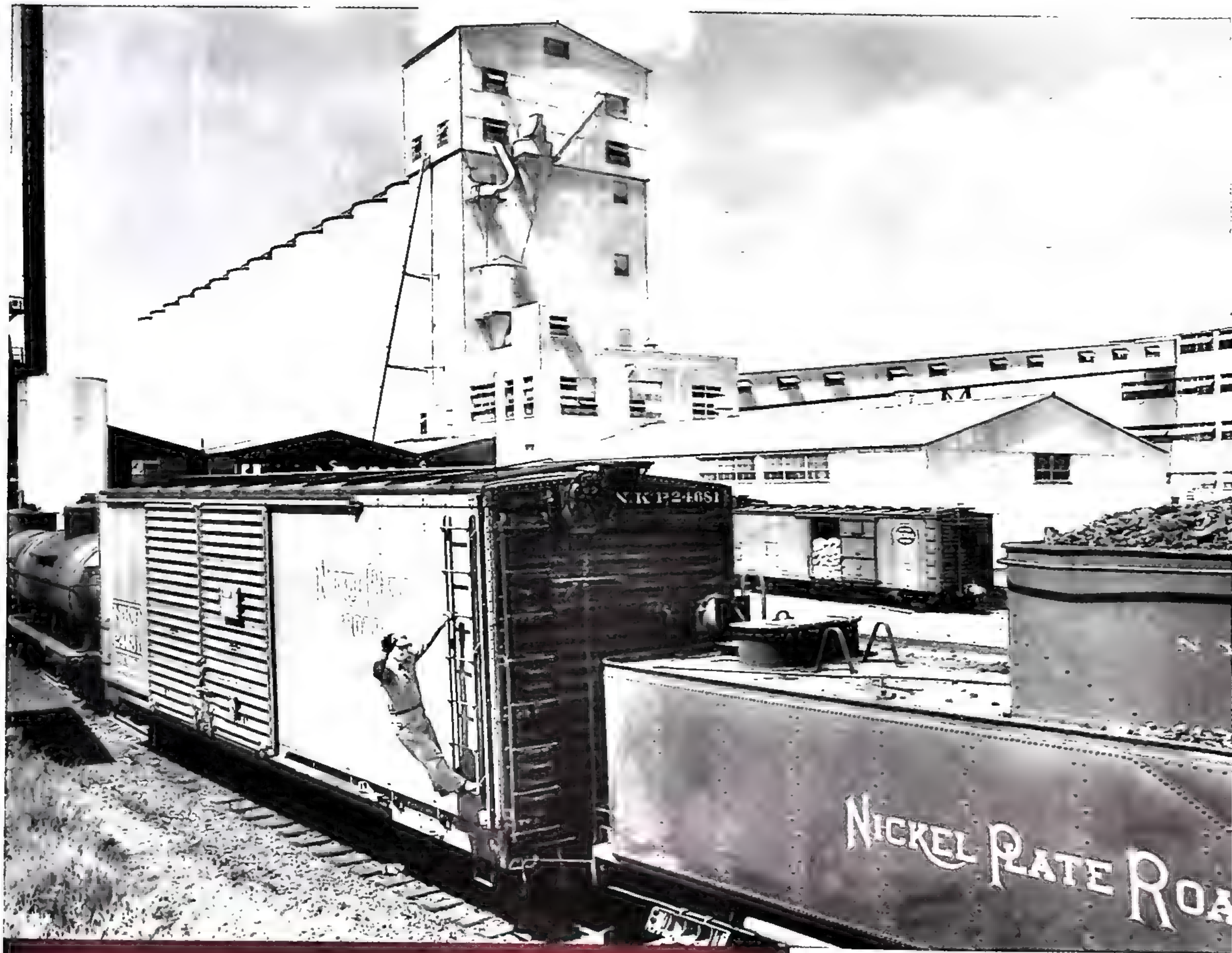
Lettering 'em up

As still-wet sister rebuilt boxcars 24703 and 24704 dry their paint on a sunny autumn afternoon, Frankfort car-shop workers position a stencil on car 24705 before beginning to spray-paint the distinctively styled white "Nickel Plate Road" name. NKP decided to group and renumber the first batch of rebuilds into its then-vacant 24000-series. A specific new road number was not assigned to a particular rebuilt car. Instead, the rebuilds were renumbered in chronological order as each was ready for stenciling. The Nickel Plate always used the so-called "swinging tail" on the letter "K" in its road name, but the same treatment to the letter "R" in "Road" on freight cars and locomotive tenders was a short-lived alteration applied only during the World War II years. Note also the word "Auto" stenciled in Railroad Roman capital letters below the block-letter road name.



Finished and ready to go

Exemplifying the finished product, rebuilt Nickel Plate Road boxcar 24700 poses at the Frankfort car shop on October 8, 1945, five months after the car-upgrading program began.



NKP publicizes its efficiency

Rebuild 24681, completed on July 10, 1946, was selected for some publicity photos the following month. As brakeman Howard Don hangs on a side ladder, the rebuilt car is switched by NKP 2-8-0 No. 490 at the Swift & Company soybean plant in Frankfort. Note that the large, curved-tail "R" used on the wartime boxcar stencils has been replaced by this much smaller, tail-less postwar version. The 2-8-0's tender lettering displays Nickel Plate Road's more familiar style of "R." This photo appeared on the cover of the 1946 Nickel Plate annual report, in black-and-white despite Morris also making a 4x5-inch Kodachrome transparency of the scene, which was never used by the railroad. NKP, always frugal but also publicity-savvy, wanted to promote to shareowners, and potential shareowners, the benefits of its cost-saving rebuild program. 



The first Clinchfield photo subject of the day was the 907 North, an extra from Erwin to Dante, Va., which we encountered in a cut at the south switch of Fordtown siding, led by a GP7 and two F boosters. Ahead of the long string of empty coal hoppers bound for Dante (rhymes with ant) are set-out cars for either Johnson City or Kingsport. Once we arrived at Erwin, we found two of the advertised Alcos, leased former D&H S4's 3049 and 3039, drilling the north end of the yard (far right). A crewman was in each cab; the units were not in m.u.





One day at . . . Erwin, Tenn.

By J. David Ingles • Photos by the author

ALCOS ON THE CLINCHFIELD? This called for a short road trip. The spring day's outing targeted CRR's hub of Erwin, Tenn., site of the road's headquarters, diesel shop, and biggest yard, but three of us made photos in neighboring spots, too.

During my one year of graduate study (1965-66) in transportation at the University of Tennessee in Knoxville, I managed to get in quite a bit of railroading, in a region all new to me. In Knoxville itself, Southern and Louisville & Nashville provided daily main-line freight action at regular times, and while L&N's only passenger train was at

night, half of Southern's eight were in daylight. I'd driven to see nearby roads such as Alcoa Terminal and Tennessee Central, and I'd gone by train to Cincinnati, Birmingham, St. Louis, and the Carolinas ["Carolina Circle," pages 60-66, Fall 2002 CLASSIC TRAINS].

On the weekend of October 16-17, 1965, I'd ridden two Old Smoky Chapter NRHS fall-color excursions out of Knoxville on the Southern, a rarity in the era of President David W. Brosnan, behind F units. On the Saturday edition, up through the Natural Tunnel to Appalachia, Va., during the lay-over there I'd met two other like-minded





In a view of Erwin yard looking south, S4 3049 has just placed Tennessee Eastman's Kingsport plant Baldwin onto train 93's consist, whose road power soon left the ready tracks (left).



(i.e., diesel) fans while we were photographing the Southern F's. They were David DeVault and Ken Marsh, both U.T. transportation grads themselves, by that time employed in their hometown of Kingsport, Tenn., by Tennessee Eastman, the chemical division of the Rochester, N.Y., photographic firm.

I had gone to see the CRR, a new subject for my camera, in September, and had visited Dave and Ken twice in early spring. Now, in May as the school year was winding down, they reported that their beloved Clinchfield (Marsh's CRR color photo book was just published in early 2004 by Morning Sun Books) had Alcos on the property.

This was news. Clinchfield, largely a coal-hauler operating basically a single 277-mile line through five states linking the Chesapeake & Ohio at Elkhorn City, Ky., with several roads at Spartanburg, S.C., had been all-EMD in its 65-unit fleet (41 F's, 19 Geeps, 5 switchers), and would remain so except for 7 GE

U36C's of 1971 (the first ones built) until CRR's 1982 absorption into Seaboard System.

So on Sunday, May 15, 1966, I again drove 100 miles northeast to meet up with Dave and Ken. We began our photography at Fordtown, intercepting a northbound freight in a deep cut, then stopped to shoot SW7 355, the local switcher tied up at Johnson City (as always on Sunday), en route to Erwin.

There we indeed found two of the Alcos, working at the north end of the yard. The trio was former Delaware & Hudson S4's 3034, 3039, and 3049, all repainted in CRR solid gray but keeping their D&H numbers. Clinchfield had leased them a few weeks before, and ran them until October. Marsh says they then sat in storage at Erwin for almost a year because their owner didn't have another customer. They were gone from Erwin by late 1967, as delivery of Clinchfield's first 8 SD40's in fall 1966 loosened up its motive-power supply suffi-

ciently to take the Alcos out of service.

Soon S4 3049, now working alone, hosted the Tennessee Eastman Kingsport plant switcher, VO1000 No. 4, from the shop (where it had been for wheel work) out into the yard, and in due time the 1946 Baldwin was headed home, tucked in right behind the three F's and a Geep on train 93. We followed this train north through Johnson City, recording a meet there with the 807 South, which we have concluded must have been train 94, running about 4 hours late.

At the time on the "north end" (of Erwin), Clinchfield ran a daily total of six scheduled merchandise trains and six coal trains. Nowadays, says Marsh, CSX runs more than 20 trains a day through Kingsport, plus four or five Norfolk Southern coal trains on track-age rights (connecting at Frisco, Tenn.) to support Eastman. Only one pair of CSX trains is a manifest, from Erwin to Elkhorn City, with Kingsport industry traffic; the rest are coal trains, all with AC power.

We concluded that May 1966 day by photographing a pair of CRR GP7's, 900 and 909, switching at Kingsport at dusk. Likely this was daily local 14 from Dante to Erwin, which would turn back as 15.

I would not see the Clinchfield again until August 19, 1972, an improbable visit to ride a two-car excursion passenger special behind little 4-6-0 No. 1, resurrected by Clinchfield boss Tom Moore, on the Baldwin's 90th anniversary. But that's another story. ■



At Johnson City, northbound train 93, which we were following, met a southbound which had taken siding. (Don't let the sun angles fool you—Cinchfield twists around so much that yes, in late afternoon a northbound can be heading southwest!) Train 93 normally picked up cars at Johnson City (but not on Sunday, as the local switcher was idle) and Kingsport for the N&W at Boody and C&O at Elkhorn City. At "Elkhorn," the through cars would be picked up after midnight by hot CRR-C&O merchandiser 97. Sharp-eyed readers will note, in the photo at left, Dave DeVault squatting down for a going-away view of 93.



Pursuing Pauline

California's Northwestern Pacific still offered 1910-style railroading in 1950

By Fred Matthews • Photos by the author

THE LONGEST-RUNNING DRAMA in California's railroad history has been that of the Northwestern Pacific Railroad. Since NWP's completion 90 years ago, floods, washouts, fires, and declining traffic have beset the 330-mile road north of San Francisco. Like the famous heroine of a series of silent-movie melodramas, the Northwestern Pacific has seemingly always been in peril, which is why I think of it as the Pauline of California railroads.

My earliest memory of the Northwestern Pacific dates to about 1939, when we summered in Marin County, north of San Francisco, and met my commuter father at the Fairfax depot. Two images remain: the red, base-mounted wigwag signals, and the sheer size of the owl-faced third-rail electric train. The latter was partly due





In a display of bygone railroading common on the NWP in the last years of steam, Southern Pacific 4-6-0 2358 hustles train 3, the over-nighter from Eureka, south out of Healdsburg at 6:40 a.m. on July 1, 1950. The Ten Wheeler



Replacement of Petaluma & Santa Rosa's old wood-bodied steeple-cab electrics (right) with GE 44-ton diesels (above, on Sebastopol's Main Street) signaled to author Matthews that he ought to record the changing railroad scene.

Matthews' first NWP memory is of the road's huge third-rail electric cars (lower right). Their apparent size was no small-boy illusion: at nearly 73 feet long and 12 feet wide, they cut a formidable figure on the NWP and, later, the PE.

to my own small stature then, but the cars still seemed huge 15 years later when I rode them around Los Angeles, under trolley wire, as Pacific Electric's "hot-rod blimps" (the cars had migrated south after NWP shut down its electric operations in 1941).

My family had earlier ties with the NWP, riding its wooden coaches on Sunday excursions to resorts along the Russian River in the 1910's and '20's. All that came to an end early in automobile-oriented California; the last Russian River trains ran in 1935, with the giant interurbans following in 1941. My most vivid memory of the postwar, freight-oriented years is of long waits for NWP's infrequent freight trains—after an hours-long picnic at a scenic trestle north of Willits, we coined the slogan "No trains on Sundays" to codify the NWP experience.

Too late for electrics, but not for steam

An NWP subsidiary served as the catalyst in making me a railfan. During World War II, we made regular visits to

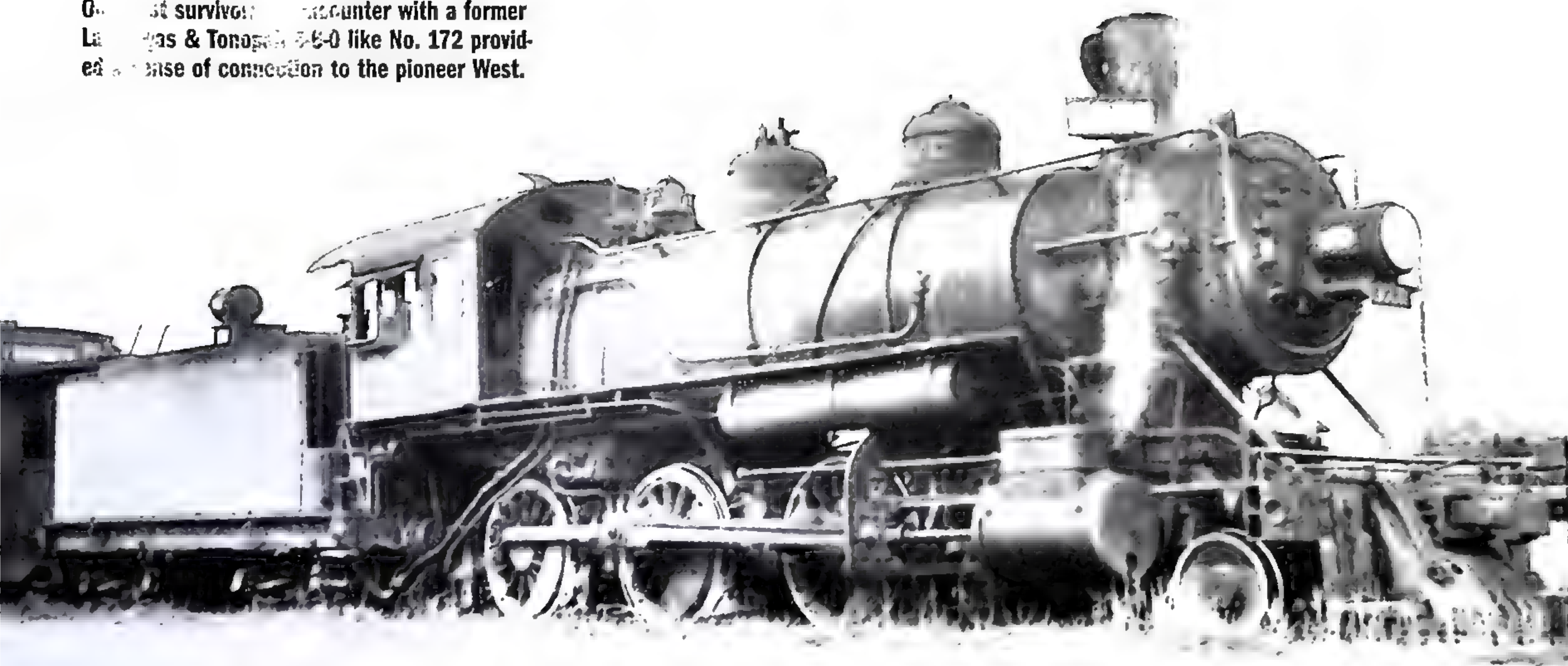


EARLE D. CARTER JR.



B. H. WARD

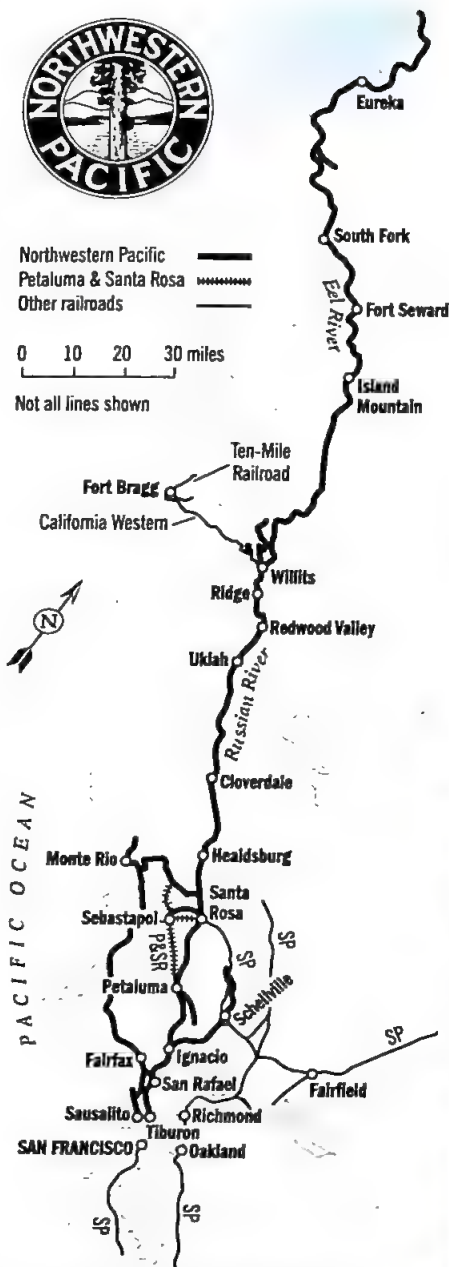
One of the last survivors of the encounter with a former
 La Grange & Tonopah 4-6-0 like No. 172 provid-
 ed a sense of connection to the pioneer West.



RICHARD W. BIERMANN

NWP's Tiburon Shops lay across the bay from
 San Francisco. Surrounded by SP power, 4-6-0
 178 on the turntable is an original NWP engine,
 a rarity south of Willits by this time (1950).





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octogenarian relatives in their Victorian farmhouse amid the apple orchards near Sebastopol, next to the Forestville branch of the electrified interurban Petaluma & Santa Rosa. After lunch, the wires would begin to sing, so we knew the freight train would soon appear. The ancient wooden-cab locomotive seemed even older than the Victorian portraits in the house; it was the image of antiquity as it crawled over the unballasted light rail, sounding its wheezy air horn for the local crossing.

When, in 1946, I realized that GE 44-ton diesels had replaced those P&SR motors, it jarred me into a sense that things don't last, and that I should be recording these fascinating trains before they vanish. Except for some ros-

ter shots in Sebastopol, it was too late for the P&SR, but NWP steam still beckoned, despite the sparse service.

We ventured across the bay on the Richmond ferryboat a few times in 1947-48 to capture the one predictable train, the overnight passenger-and-express run from San Rafael to Eureka. This train was made up at the Tiburon yard and ferry slip, although the head-end cars often operated ahead to San Rafael. Once, they were behind an ancient boomer Ten-Wheeler bought from the legendary Las Vegas & Tonopah when that silver-hauling short line was closed in 1918—an example of the sense of connection with the pioneer West that was still very strong in the 1940's. A good spot to capture the overnighter

from Eureka was on the hill just above San Rafael (near today's Frank Lloyd Wright-designed Civic Center), where a couple of block signals guarded the tunnel. By the late '40's, these were NWP's only automatic signals.

Our all-out effort

In July 1950, with dieselization in sight, my father and I decided to make an all-out effort to record NWP steam. Leaving Oakland before 4 a.m., we captured southbound passenger train No. 3 charging the dawn out of Healdsburg just after 6 a.m., with a 1905-vintage wooden baggage car behind the usual leased SP Ten-Wheeler [pages 68-69]. Then we headed north. At Redwood Valley, now celebrated for quality



wineries, there was then just a tiny depot and a wye for helpers amid dry scrubland. It was already hot at 9 a.m. in this valley cut off from the coast, and my father set a time limit before escaping to cooler climes. Would it be a case of "no trains on Saturdays?"

We were in luck. After a half-hour, we heard multiple sets of side rods clanking down the grade toward us, and three 40-year-old SP 2-8-0's drifted down onto the wye next the depot. After another half-hour we heard an engine working hard, and another leased SP Consol, the 2759, worked an uphill freight past the depot, stopping just where we were sitting in the shade. It took 15 or 20 minutes for the crews to cut off the caboose, add two of the

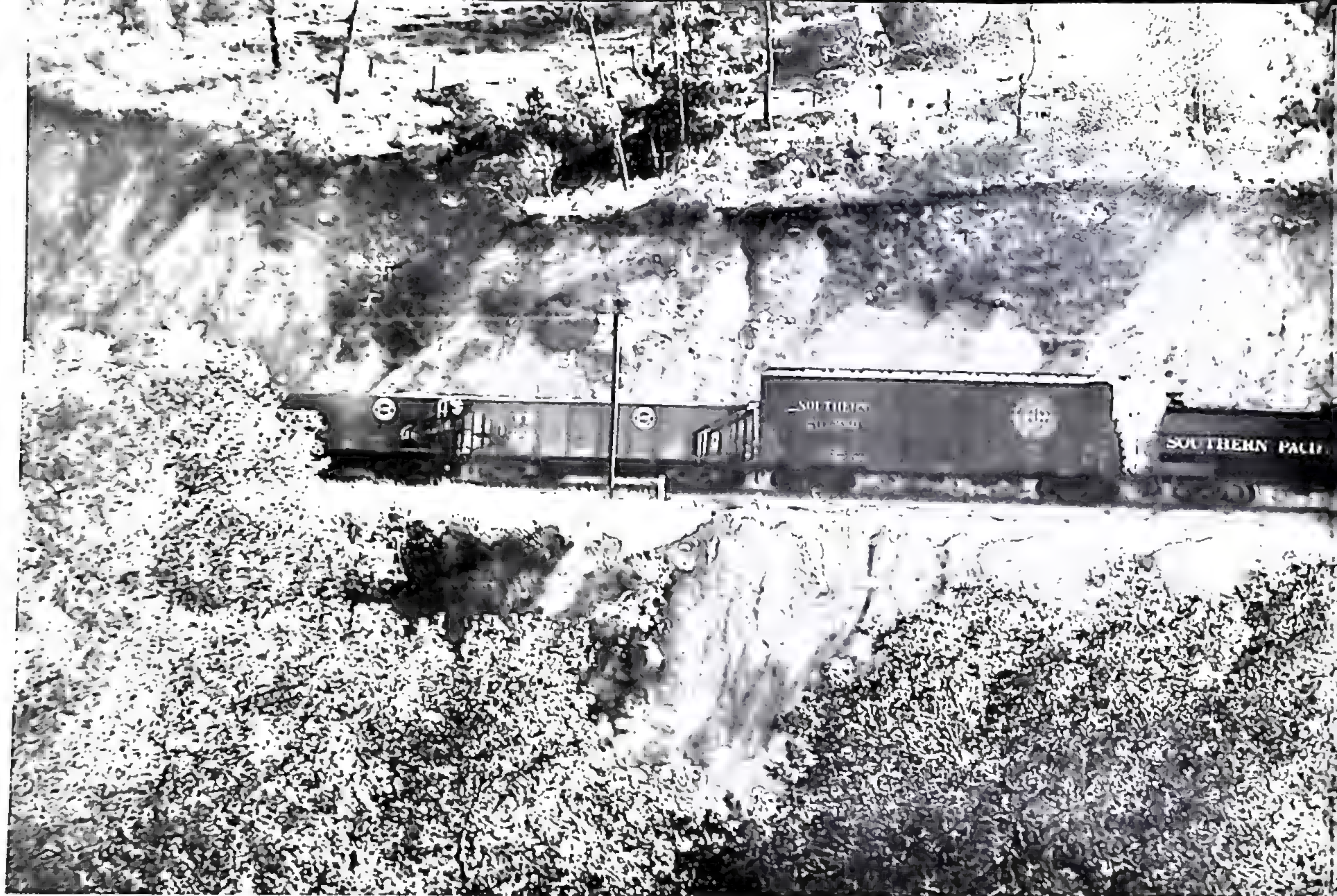
helpers, and pump the air. Then it was a classic experience of vintage railroading as Extra 2759 blasted out of town. The grade rose 1208 feet in 9.3 miles to aptly named Ridge, before dropping down to the division point at Willits.

It was an historic sight, even in 1950, because the locomotives, and most of the consist of the train we saw on this elongated branch line, was rolling stock that had largely vanished from main lines a generation earlier. Lots of "little" (by later standards) engines had been standard practice on main lines until compound articulateds appeared around 1910, followed by Super-Power steam in the 1920's. Indeed, SP's C-9 class 2-8-0's we saw that day had been built in 1905-08 for drag freight serv-

Like 1910 on Donner: Just above Redwood Valley, three 2-8-0's team up to lift a train toward the summit at Ridge. Road engine 2759 and her sisters helping on the rear end dated from the first decade of the 20th century, when they were the top-line power on SP's Donner Pass hill.

ice over Donner Pass. They had soon been bumped from Donner by cab-in-front articulateds because of crew costs, low speed, and difficult breathing in snowsheds. Thus, we could experience the sight and sound of 1910 Donner on the NWP in 1950.

At Willits was another remarkable survivor, the California Western Railroad, built across the Coast Range from Fort Bragg to meet the NWP and ship lumber by rail rather than down the



California Western 2-6-2 No. 21 heads up a log train on the Ten-Mile Railroad, a non-common carrier that connected with CW at Fort Bragg.

coast by steamship. The scenic "Cal Western" later became famous for its "Skunk" motor cars and scenery. In the late 1940's we photographed its handsome logging Prairies and Mikados on

the CW proper as well as its lovely lumber line, the Ten-Mile Railroad, up the coast from Fort Bragg.

Final encounters

I had one or two more encounters with the NWP before leaving California. An excursion in 1952 to commemorate the end of steam showed me the

scenic, slide-prone line north of Willits along the Eel River. This Eureka extension had been opened in 1914 as a joint SP-Santa Fe venture. There were plans to extend north to a junction with SP's Siskiyou line in southern Oregon (SP's main line to Portland at the time), but World War I tightened capital supply, and then trucks, plus all those wash-



In the Russian River Canyon near Cloverdale, SP Consolidation 2801 shepherds a freight north. Maintenance of its right of way through unstable river gorges was a constant battle for the NWP.



outs along the Eel, discouraged further investment. Santa Fe sold out in 1929, and most of the passengers had chosen other modes by 1935. NWP's own locomotives were gradually replaced by vintage SP power, to create the historic survival my father and I saw.

SP sold the NWP to public authorities in the 1980's. Since then, a couple

of private lessors have battled the elements and lumber-company skepticism—and so far, they are winless. Today, plans for commuter service south of Healdsburg simmer along. With the politicians' discovery of underused railroad lines as commuter panacea, something may yet happen. Whatever transpires, the NWP is a remarkable sur-

SP Ten-Wheeler 2318 leads train 3 between San Rafael, last stop for passengers, and Tiburon, where the equipment was turned and serviced.

vivor against severe odds—almost as though the Denver, South Park & Pacific's Alpine Tunnel route had never been abandoned. I'm lucky to have experienced it in its last steam days. **I**

My summer in Rocky's kitchen

For a high-schooler, employment on Great Northern dining cars was an adventure

By Byron G. Webster

BACK IN THE EARLY 1950's, the Great Northern Railway, headquartered in my hometown of St. Paul, Minn., hired high-school and college men for summer work as dining-car cooks. My dad helped me get such a job through John Budd, the GN president. In my case, as a high-schooler, it really was "hiring a boy."

Before I could start work, I had to go to the Lowry Medical Arts Building for a physical exam. The staff seemed to draw a lot of blood, and when I asked why, I was told most of it was for a Wasserman Test for syphilis. Now, I either could ask Mom what the test was about, or look it up in the dictionary. I chose the latter, and was pleased that I didn't have to ask and receive an embarrassing answer. I passed.

I got my first call to report to the commissary off Rice Street in St. Paul to provision a car prior to my first trip that would leave the next morning. Great Northern, famous for its "Rocky the mountain goat" emblem and for traversing some dramatic scenery, had two transcontinental trains, the premium *Empire Builder* and the economy *Western Star*. I was to work on the *Star*. The car to which I was first assigned had been in service for some years. The kitchen had coal-burning stoves to heat boiling water to keep food items hot. I was to keep the stoves stoked full of coal and haul out the cinders, which weren't wanted in the food.

The chef was nowhere to be seen. The first cook was my boss and the fellow who did most of the work. I was fourth cook, and he pointed to a large pile of plucked chickens in the sinks and told me, "Gut 'em." What to do? The second cook quickly showed me—

wash them under cold water, reach up the body to the heart, put my fingers around it, and pull everything out. I did! Hundreds of them. We put them in iceboxes and started to stow provisions for the five-day trip. At the end of the long day, I left that hot car for home. I was pleased to find we were not having chicken for dinner that night.

Next morning, very early, I rejoined the car and crew at St. Paul Union Depot, and we headed to Chicago. "Chicago?" I asked. I thought I knew my geography and that Seattle was west, not southeast. "Yes, we take an overnight in Chicago, head back through the Twin Cities, then off to Fargo and points west, all in five and a half days," I was told. We cooked breakfast and lunch on the Burlington Route, GN's eastern connection, arriving in Chicago in the late afternoon. We were put up in a flea-bag hotel in the "skid row" part of town. Our meal money barely covered dinner.

Early the next morning we were on board for the return trip through the Twin Cities. I soon found out that one benefit of working in the dining car was the food. The second and third cooks made sure we were the first to eat any meal, and it would be the best food served on the train that day. Besides taking care of the coal stoves, I was given many pots and pans to clean, and before I knew it we were halfway to St. Paul. We had a little time between breakfast and lunch, and the crew usually spent that interval sitting at the dining-car tables enjoying the view. Sitting was suddenly important, for I figured I'd been on my feet for six hours, and I

was told it would be close to 10:30 p.m. before we got to bed. The black waiters would polish the silver items and josh among themselves as we headed up the east bank of the Mississippi River.

It soon became time for lunch, and again our team was hustling to keep up with the orders, but I had yet to see or meet the chef. "Oh, he stays in his room. He has other things to do," I was told. I later found out the "other things" were in bottles; we could hear the empties rolling around the floor of the dormitory car where the crew slept.

At St. Paul Union Depot and the GN station in Minneapolis, we dropped off passengers and picked up others before heading for the great

Sitting down between breakfast and lunch was important, for I figured I'd been on my feet for six hours.

American West. I was given another duty—peeling potatoes, tons of them. We needed them for all three meals, and I'd never seen so many in one place until the second cook pointed to a pile of them in a sink and said, "You do know how to peel a potato, don't you?" I did, but I still got a lot of practice that summer.

As the day progressed, it became warmer in the kitchen—there was no air-conditioning in there, just the smoke from the stoves, the heat and steam from the boilers, and the sweat from the four of us. As the car rocked and twisted, I learned how to balance on my feet and developed the necessary "sea legs." I could not get used to the noise and vibrations, though, and it was hard to communicate, so I had to learn the hand-signals of the kitchen, mostly to check the stoves and toss out garbage, or to peel more potatoes. The third cook had worked my job the summer

For most of one summer during his high-school years, author Webster was employed in this hot and busy environment—the galley of a Great Northern dining car. Philip R. Hastings photo.





GREAT NORTHERN

The Montana Rockies was just one of several scenic Western areas to open the eyes of our young GN summer dining-car cook . . . but stay inside during the Glacier Park station stop!

before, and he was a great help to me. It was later in the summer before I realized that if the train had been in an accident, we would have been goners, for all that boiling water and hot coals would have spilled out onto us.

It seemed like a short time later, not days, when we pulled into Seattle and had some time off. When I stepped down off the car, I was dizzy—my legs couldn't understand the lack of motion. We hiked around for a few hours and then headed back to the train to prepare the evening meal. It was then that the chef actually showed up—he had to make up menus for the return trip. He strutted about for a time, gave some orders that had already been accomplished, and left to buy some “supplies” for his return. We never saw him again, until they “poured him off” in St. Paul.

The few times I was able, I would stick my head out of a Dutch door and take in the magnificent scenery. These were sights this teenage “flatlander” had

never seen. My eyes were really opened on that first trip, and I enjoyed these interludes on subsequent runs.

We arrived back in St. Paul late on our fifth day on the road. I lugged my little suitcase up the steps into the depot and over to the streetcar stop on Fourth Street to grab a car that would take me home. Mom would be at “the Frontenac,” our lake cabin, for the summer, but Dad was up late reading in our hot apartment living room, as I expected.

Greeting me, he said, “Pull up your pants.” I did so, and looked down to see that both of my ankles were larger than a softball. That’s what wearing low-cut tennis shoes for 16-hour days on a rocking train will do. “We’ll go down to Seventh Street and get you some work boots tomorrow,” he said.

Promoted to the *Empire Builder*

The job was five days on and five days off, and well-paid, too. What a life! A few times that summer during my time off, I was called in to work on special trains. The best was a trainload of Kappa Kappa Gamma sorority girls going to a convention in Winnipeg, Manitoba. We served dinner, and of

course the younger members of the crew sat up all night talking with the college girls. This was “big-time” for a high-school kid like me! We stopped for Customs at the border, and officials tossed out all our bacon, sausage, and pork. We figured that all the Canadian Customs men had good meals that night.

In mid-summer I was promoted to third cook and up to the *Empire Builder*, one of North America’s great trains. What a change! No more coal; we had electric stoves and refrigerators, so no more iceboxes, either. My new duties still included those potatoes, but cooking them, not peeling them. I also cooked vegetables, but my favorite duty was baking. My sisters-in-law, Barbara and Betty, got a kick out of my baking. When they asked what I made, I explained that about 5 a.m., I mixed up a large batch of dough and used it all day. I put in some blueberries for pancakes in the morning, made plain muffins for lunch, and added walnuts for dinner rolls. Some days, I would put dough in bread pans and make loaves of bread for the crew. When I told Barbara and Betty I started with 75 pounds of flour

and three dozen eggs for the dough, they were lost on the recipe and told me to stop explaining it to them.

Our days started before 5 a.m. and ended with me locking the car up after 11 at night. We had an hour off between breakfast and lunch and a few more hours between lunch and dinner, again usually just sitting in the dining room. The waiters would play cards and polish silver. Their off-duty costume consisted of an undershirt, dress pants, slippers, a small leather bag hung about their necks in which they kept their tips, and a woman's nylon stocking cut off and knotted, worn on their heads. When I asked about this, they said that it kept their hair in order.

We made stops at Glacier National Park in Montana on each trip, but we were asked not to hang out the galley door while in our dirty uniforms, as "the passengers might not approve." The park was spectacular. A "picture-postcard hotel" sat up on a hill some distance away with the magnificent mountains framed behind it. There were large, ancient touring cars for the guests. Welcoming the visitors were Indians, all in ceremonial dress. Male hotel guests received a big cigar, while the children were given a cheap little bow and some arrows. I don't remember what the women received—perhaps a box of playing cards with pictures of famous Indian leaders on it, which was a standard GN item.

I made friends with the cook and the bartender in the lounge car. We would trade beef filets for chocolate malted milks, then together we would grind up the steaks to make hamburgers late at night. When I told Dad about our midnight snacks, he thought it was a sin—"You ground up a great filet mignon to make a hamburger?"

On the *Empire Builder* the dining-car crew consisted of five cooks and the chef, whom we would rarely see. The first and second cooks were the real workers and professionals; the third cook (me) and the fourth cook were better known as "pots and pans." Our crew became regular by mid-summer, and we worked well together. The fourth cook went to Harvard and was miffed that he was under a high-school boy.

The first and second cooks were potato farmers from Mora, Minn., Swedish, and talked like they just got off the boat. They were jovial fellows who loved to tell jokes and laughed at most

I baked blueberry pancakes in the morning, made plain muffins for lunch, and added walnuts for dinner.

anything. Once, as we got back into St. Paul, it was raining heavily and they asked if I wanted a ride up to the street-car line. I did, and all I had to do was assist them with their luggage to their car, a big Chrysler. When I pulled a suitcase off the car, it almost fell to the ground, it was so heavy. Later I learned it was full of salmon, lobster, steaks, and roasts—"no sense in it going to waste," I was laughingly told. I believe their families ate well, too.

On one run, the waiters were giving me a hard time, and my second cook told me he would take care of it if they didn't stop. They didn't, so he took out of his wallet a newspaper clipping of a recent incident on the Milwaukee Road in which a cook had stabbed a waiter. My cook took a big knife with the newspaper clipping, walked around to the pantry, and stuck the knife with the article on the waiters' bulletin board. I had no more trouble with them after that.

Sightseeing, and the end of the ride

By the end of the summer, I had figured out a good routine and had somewhat mastered the work. Our time off in Chicago allowed me to visit Uncle Byron and Aunt Flora, he in his large Merrill Lynch office in the Loop and both of them in their beautiful high-rise home with a view of Lake Michigan. The GN turnarounds in Seattle allowed me to see much of that city, which had experienced an earthquake earlier that year. The railroad's pay was great, and in between trips I could head for the Frontenac to visit my family or hang around with my friends in the Twin



E.C. STORM

No stilted publicity shot, this! The steward is at attention, a waiter serves a table, and several passengers eye the photographer in the *Empire Builder* dining car as the 1947 version of GN's top train makes its first Seattle-Chicago run.

Cities. We'd go to the beaches in Minneapolis, cruise the drive-ins, or visit girls whom I'd tell of my visits to Winnipeg, Chicago, Glacier Park, and Seattle.

Toward the end of the summer I was summoned to an office on Rondo Street, in the black area of the city, to meet with the local steward about my joining the dining-car workers union. I begged off, saying I had to return to Central High School. The steward mentioned various sons and daughters of members with whom I went to school, and then dismissed me. A few days later I received a letter from the Great Northern saying that my services were no longer needed after my next trip. The reason was "failure to join the union."

On my final run before returning to school, the black waiters were excited. It seems that the great former boxer, Joe Lewis, had boarded the train at Fargo, traveling to Minneapolis. I caught a glimpse of him. It was late in his life, when he was refereeing wrestling matches. Most of his money had been stolen, or had gone to pay large tax bills or alimony. He was far removed from his championship boxing days. He was a big man, with large bags under his eyes, but he had the largest, fanciest golf bag I'd ever seen. Lewis was still very much a gentleman, though, signing autographs for his fellow passengers and the crew. He left a \$20 tip to be split among the waiters and cooks. I never saw my share, but I could say that Joe Lewis, the "Brown Bomber," ate my muffins. ■

1927: Steam rides high, a *King* comes calling



FRANK QUIN PHOTO, J. DAVID INGLES COLLECTION



GENERAL ELECTRIC

"JUICE" TIDE STILL RISING: Chicago, Milwaukee & St. Paul ("Pacific" will be added upon reorganization in '28) adds 10 miles to its Coast Division 3000-volt D.C. that allows the *Olympian* to reach Seattle behind GE bipolars (above). Pennsy extends wires to Wilmington, Del., and West Chester, Pa., for Philadelphia suburban trains. Reading announces a 60-mile project for its Philly commuter lines. In an unusual case, 3-footer Boston, Revere Beach & Lynn launches a 14-mile project only to quit altogether in 1940.

STILL SUPREME: The reciprocating steam locomotive is the undisputed king of railroading, and the Big Three builders turn out some landmark examples of their art. The year's notable orders or deliveries include: four light 4-8-2's for Central Vermont (No. 600, above, at Montpelier Junction, Vt., in 1954, looked much as it did when it left Alco's Schenectady plant); 75 K4s 4-6-2's for the Pennsylvania (Baldwin); four Northern's for Toledo, Peoria & Western (Alco); a pair of 4-4-0's for Chicago & Illinois Midland (BLW); 50 Berkshires for the Erie (Alco and Lima); 10 simple 2-8-8-2's (world's biggest engines at the time) for the Rio Grande (Alco); more 2-10-4's for the Texas & Pacific (Lima); and, from Alco, the first New York Central Hudsons.

EMBRYONIC: About a dozen "oil-electric, diesel, and gasoline" locomotives are ordered, some by Class 1's, others by outfits like the Live Poultry Transit Co. By contrast, self-propelled motor-car orders tally 176 units, many supplied by 5-year-old Electro-Motive Corp.

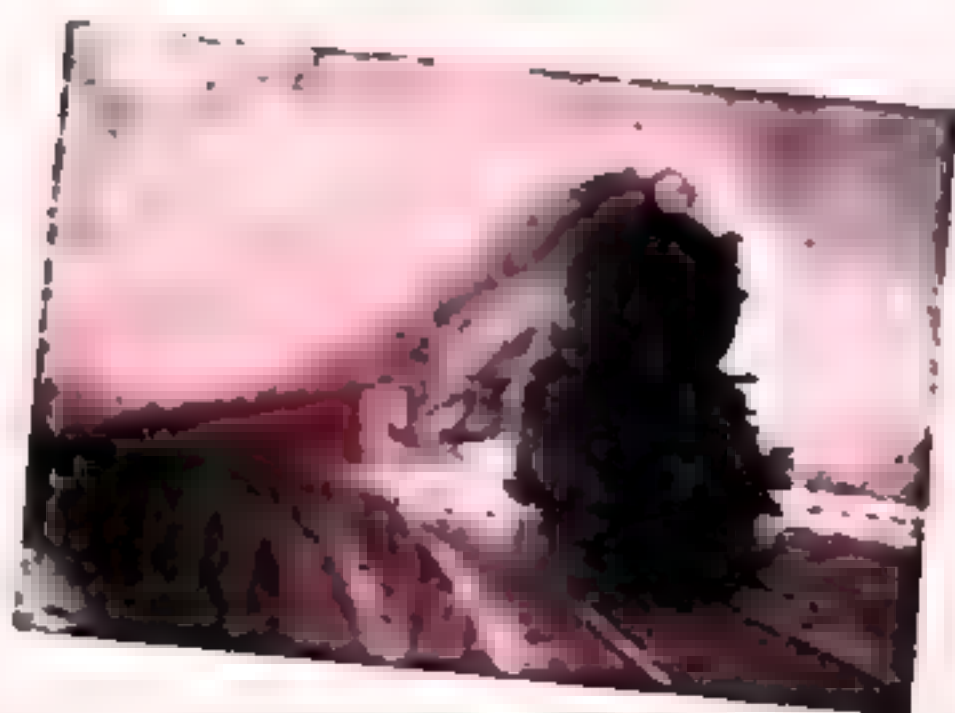


CLASSIC TRAINS COLLECTION

ROYALTY VISITS THE FAIR: Britain's Great Western Railway sends brand-new 4-6-0 6000 *King George V* to the U.S. for Baltimore & Ohio's Fair of the Iron Horse. The Fair, held to commemorate B&O's 100th birthday, runs from September 24 to October 15 at Halethorpe, Md., beside B&O's Baltimore-Washington main line. More than 1.2 million people attend the party, the first of several railroad pageants staged by Edward Hungerford. Vintage and modern B&O locomotives are paraded and displayed, but representatives from PRR, NYC, CN, CP, and D&H also participate. A star attraction is GWR's big (by British standards) express passenger engine. After the Fair, "KGV" hauls a test train to Philadelphia; it's seen above at B&O's 24th Street station there, ready to head south, carrying a U.S.-style bell donated by the B&O.

BREAKTHROUGH IN TRAIN-CONTROL: New York Central and General Railway Signal Co. install the first example of what will come to be known as Centralized Traffic Control between Toledo and Berwick, Ohio. One dispatcher, located in Fostoria, directly controls all switches and signals on the 40-mile line.

MAKIN' TRACKS: Although total route-miles peaked a decade previously, several major line-construction projects are under way. C&O opens a 63-mile double-track low-grade line between Greggs (Waverly) and Columbus, Ohio, for coal traffic. Gulf, Mobile & Northern finishes a Lena-Jackson, Miss., line of 40 miles. GN, as part of its extension to Klamath Falls, opens 47 miles of track south of Bend, Ore. Illinois Central adds 42 miles with the completion of part of its Edgewood Cutoff freight line. And Burlington Route's C&S pushes ahead on 202 miles in the Texas Panhandle.



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RIVALS' ANNIVERSARIES: Two great passenger trains, PRR's *Broadway* and NYC's *20th Century*, both turn 25 on June 15. PRR produces a booklet for the occasion, with a Harold Brett painting on the cover and Lewis Hine photographs inside.

Winter Rooster



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An official discusses the "Five Year Plan" (Hint: don't wait too long if you want to see this in person!) Also see the QJs on their previous assignments, when up to FIVE engines headed oil trains. Heavy power and spectacular sub zero steam displays in low-angle sun combine to form a beautiful and evocative portrait.

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2) IRON ROOSTER TWO - Two hours. 1990 to 1993 "what was" in China - forestry lines, 2-10-0 Baldwins, and some fantastic QJ slipping and stalling sequences!

3) IRON ROOSTER ENCORE - 90 Minutes. More steam along with the modern scene, and a 2001 ride through the endangered "Three Gorges" of the Yangtze.

4) IRON ROOSTER SOUTH - Two hours. Sausage a la locomotive? Variety of narrow and standard gauge lines, coal operations, some mysteries, and karst hills along the Hechi Ry.

5) JINGPENG ORIENT EXPRESS - Two hours. Ride the premier trip in 2002. Go for cab rides on 2-8-2s (lead and helper at CHENG DE), and QJ freight doubleheader on the Pass. Also visit Tangshan Coal, Steel lines, rolling stock plant and earthquake memorial.

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'Deepest twilight' on the Rutland

Completing a perfect circle—from riding to camp in 1952 to seeing an old Alco friend in 1964 to reading CLASSIC TRAINS in 2003



DWIGHT A. SMITH JR.

CATCHING UP on my reading a while back, I had my memory jogged by David Lustig's "One Day in March" and Curt Tillotson Jr.'s "Magic Carpet to Durham" in Spring 2003

CLASSIC TRAINS. I'm sure each of us can similarly recall a particular favorite day spent with the railroad, probably several. But when pressed for just one, my mind always goes back to a June day 52 years ago, in Bellows Falls, Vt.

At age 9 I was shy, skinny, not at all athletic, and had not fit in terribly well during my first six-week summer stay (1951) at Camp Abnaki, the historic YMCA boys' camp on North Hero Island, Vt. This was despite the fact that Abnaki was actually a flagstop on the Rutland's gorgeous meadow-and-causeway line from Burlington north across the Champlain Islands. In fact, the railroad's proximity was really my saving

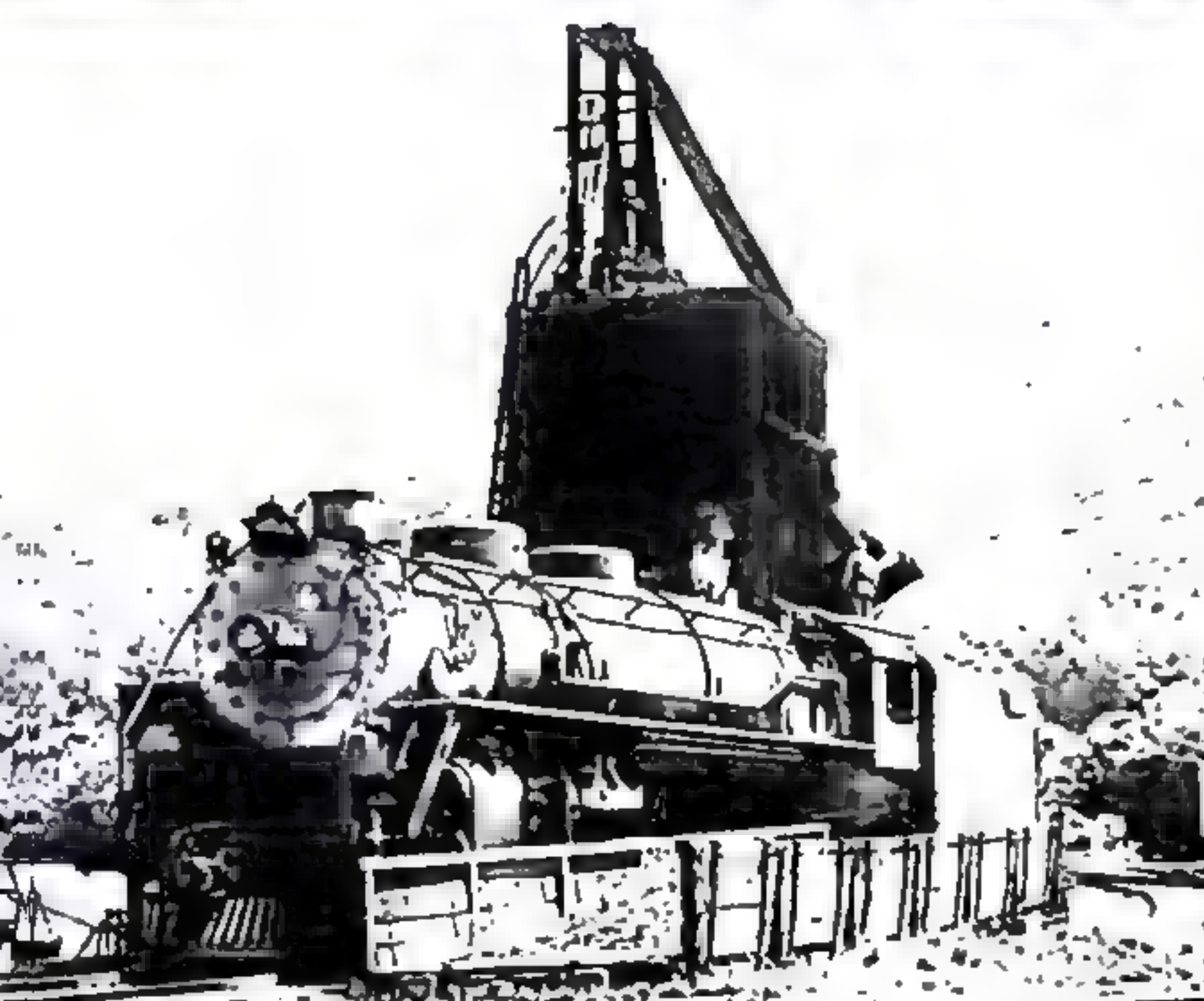
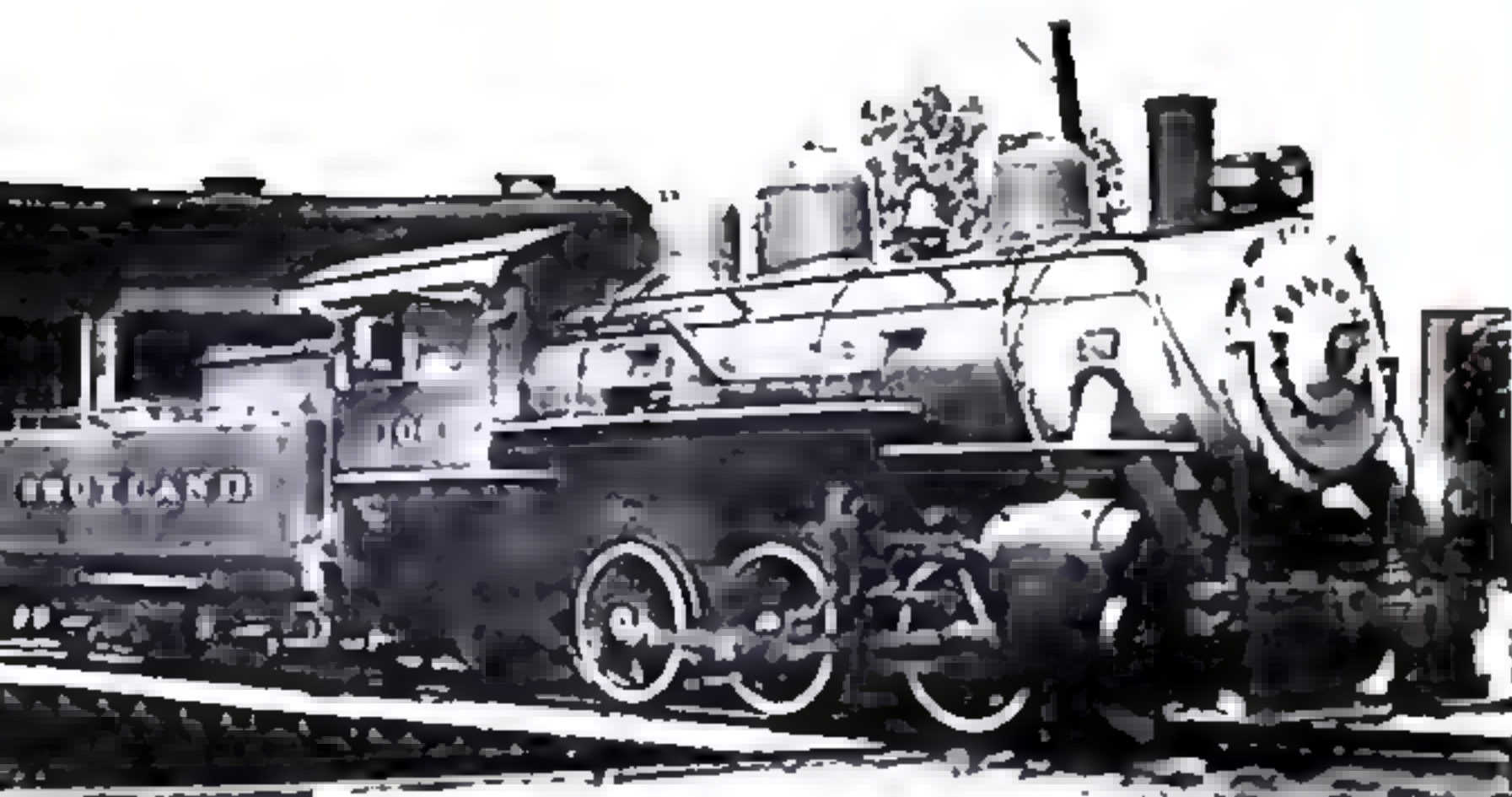
grace that first summer, particularly the sunlit early-morning passage of the overnight New York-Montreal *Mount Royal*, usually behind a five-year-old 90-series Alco 4-8-2. When the breeze was right one could hear the whistle coming all the way up the Islands.

So my parents' challenge was to make my 1952 journey to camp a little more exciting for me to anticipate. They nailed it: I would make the trip on the Rutland's other "name train," the *Green Mountain* (no longer the *Green Mountain Flyer*), boarding in Bellows Falls and ending up right on Abnaki's doorstep.

Late June in Vermont is a treasure, marked by usually crystal-clear weather, sparkling water, and lush green early-summer foliage. Amidst this backdrop, Bellows Falls in late June 1952 conveyed a strong sense of time past—a town going about its business in the old-

fashioned way, in those last few years before Interstate highways, silicon chips, and Steamtown across the river. It was typical of towns up and down the Connecticut Valley: self-sufficient, with a long history of local commerce and still enough left to support a locally assigned 0-6-0. Things didn't necessarily happen in the New York minute we seem to require today, but what did happen was done solidly and well.

Into this scene, running late up from Boston on the Boston & Maine, would eventually come that day's *Green Mountain*, by now just a three-car accommodation on a truncated route (hence the dropping of *Flyer* from its name), led by shiny, factory-new maroon-and-yellow B&M Alco RS3 1545. An elderly lady and I were its only Bellows Falls passengers that day. It all seemed routine to her; we guessed she likely had relied on this conveyance



TWO PHOTOS: KENNETH D. BEARDSLEY

B&M RS3 1545, the same diesel that powered author Beardsley's train earlier in the summer, rolls the northbound *Green Mountain* into Belows Falls in September 1952. While waiting for the train, Beardsley and his dad savored the sights of Rutland 0-6-0 106 (top) and 4-8-2 93.

for years. B&M 1545 would stay on as far as Rutland, in a time-honored tradition of B&M-Rutland mileage balancing. From there I would ride on to Burlington and up across the Champlain Islands behind the Rutland's own green RS3.

The *Green Mountain's* tardiness was the best thing that could have happened that day. Dad was an accomplished photographer, specializing in black-and-white, and had maintained his own darkroom for years. And Rutland's weathered old riverbank engine-house gave him something very special to record. Sitting quietly on the turntable was the railroad's local switcher, 0-6-0 No. 106, the only member of class B-2c, Alco class of 1914. She was immaculate, the obvious beneficiary of a recent shopping. Had she been the last steam locomotive ever to get the full treatment up in Rutland? The tim-

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NEW SPRING TITLES!



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By Geoffrey H. Doughy

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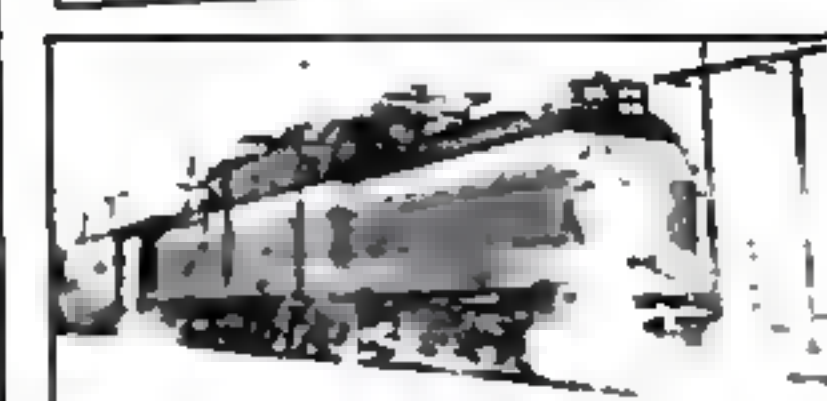
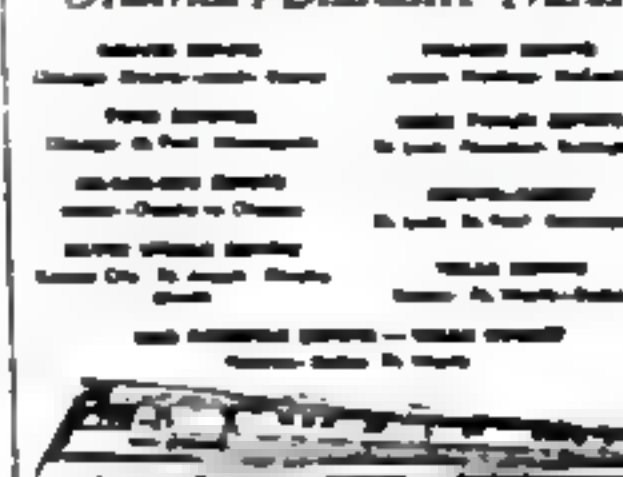
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The Way It Was

ing would be right, and so would the evidence: clean graphite smokebox, white driving-wheel tires, stars on driver hubs and polished builder's plate—all these touches seem clearly in retrospect to have been the work of men who knew full well they were saying good-bye. Every once in awhile she would send a puff of black smoke into the clear Vermont sky.

By herself she would have made the day, but there was more. A racket to the north became a clanking on the truss bridge adjacent to the enginehouse and B&M/Central Vermont crossing, and materialized into a southbound freight of moderate length led by Rutland 4-8-2 No. 93, last of the four 1946 Alco L-1's. She was not immaculate: her 1946 dark green had long since gone to grimy black. But she still had her graphite smokebox, and remained a handsome, modern locomotive of beautifully balanced design. She yarded her train, uncoupled, and disappeared quickly over across the river to North Walpole, N.H., future home of Steamtown USA, where B&M's turntable could handle her length.

The L-1 was back in a jiffy, pointed back toward Rutland. She pulled up to the coal tower across from the Bellows Falls station and was ready to go again in a span of time that would have done credit to the N&W in Roanoke. After all, these men were Vermonters. A job to be done was a job to be done well. Logic and scheduling dictated that the L-1 would wait until after my *Green Mountain* had departed Bellows Falls; indeed, I think Dad got his photos of her after I had left town. I would never see No. 93 or her 0-6-0 friend again.

Ahead of me that afternoon lay a scrambling, rambling ride across Vermont, particularly north of Rutland, as another native son commanding a green-and-yellow RS3 made up so much time so as to astonish even the conductor. By that time passengers were no longer a regular item beyond Burlington, but on going-to-camp day there would be a gang of them—all young—boarding there. We and our steamer trunks were all herded into the railroad's now-famous surviving wooden combine for those last stunningly beautiful, now long since rail-less,

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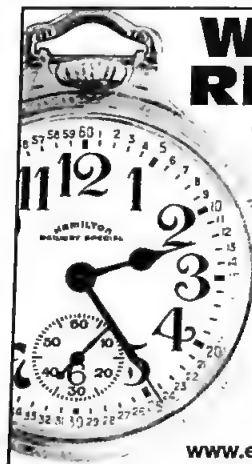
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miles across the Champlain Islands to North Hero.

All in all, an incredible day. But what remains most in my mind is a scene of two steam locomotives, a crystal-clear, green Connecticut Valley mid-day, and the late David P. Morgan's words about a similar Southern Railway scene two years earlier: "Deepest twilight of an unforgettable era."

Postscript One: Bellows Falls, again, in August 1964. Enginehouse, turntable, coaling tower, most of the yard, and the Rutland itself were gone. Steamtown USA had taken up residence across the river in North Walpole, and at least one of its engines, B&M 4-6-2 3713, felt right at home. At the depot, a B&M diesel rested silently, shut down between local freight assignments. It was RS3 1545, the engine that had started me off on my trip to camp. After 12 years it was shabby, a tired Alco in a faded coat of maroon. But it held a memory all the same.

Postscript Two: As I searched to fashion my final sentence of this reminiscence, the Fall 2003 issue of CLASSIC TRAINS arrived in the mail, containing Jim Shaughnessy's feature article on Vermont ball signals. And there on pages 22-23 was 0-6-0 No. 106, just as I had seen her—same spot on the turntable, same smoke—watching New England's heaviest, a CV 2-10-4, bear down on the B&M/Rutland crossing shed and ball signal. So not only my dad's camera had been there at the beginning of that summer 52 years ago. A master railroad photographer and New England chronicler—whose name I already knew at age 9—had been there, too. For me that completes a perfect circle.—Bruce W. Beardsley

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The Way It Was

about 2 or 3 miles away from our house. I had pedaled there enough times on my Schwinn, and this was just a motorized extension.

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A friend of mine who wasn't a railfan, and never would be, was trackside one time with me, watching this incredible combination of speed, noise, clattering, and banging roar by in the darkness, the bay-window hack bringing up the rear in what had to seem to be Mr. Toad's Wild Ride. He turned to me and said, "Ya know, now I understand why you like trains." You betcha.—David Lustig

Thank you, Q

A proud engine on a fast freight showed how steam went out in style on the CB&Q

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The Way It Was



sun brightest, the air more crisp, and the hours of daylight still long enough to take more pictures. And take pictures we did! Autumn was when we reaped the best of the crop, sun low, the better to light the running gear.

We watched as we drove, eyes out for smoke, mentally canvassing the line. Where would we have time to get ahead of a train, for a clear shot, with the light best? Would we even see steam today?

They were something to see, these almost-retiree engines, never subjected to simply wearing out in their last miles. They were saved, nurtured, shopped, repaired, and painted. When the traffic was right, these were no substitute engines—they were once again, if too briefly, first-stringers, doing the old things, at speed when required. No limping along, tattered, tired, and dirty.

On such a day I was in Kewanee, Ill., on the Q's Chicago-Galesburg main line. I crossed the tracks and looked left, then right toward Galesburg. Smoke! I did what any right-thinking person would do. I circled around, realized there wasn't time to catch whatever it was on film, and pulled up to the crossing gate, which by then was down. What would it be? A Northern? Probably. Fair chance it would be a Colorado (as Q called its 2-10-4's), but it might be "only" one of the O-1A 2-8-2's, home-

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ROBERT MILNER

"Pass. loco. on freight": That's how Bob Milner labeled his slide of CB&Q Hudson 4000 (once streamlined and named *Aeolus*) at Galesburg, Ill., in October 1954. Author Bob Jack was similarly stunned by the sight of sister 3012 on tonnage.

ly things that only a mother could love, but a fine engine nonetheless.

It took a moment to see it was coming faster than I realized, that I was lucky to have circled quickly enough to even get a look. Suddenly it was between the gates. The engine passed so quickly the number didn't register immediately. It was a freight train—of stock cars, nothing but stock cars, so quickly by that I didn't realize it until they, and the waycar, had disappeared. *Flying* stock cars, only about a dozen of them. The gates went up and I drove across, still confused by what I'd seen. Then the engine number registered: 3012. That was no Northern, that was a Hudson! I'd never seen one in action before. I'd seen them at the roundhouse, knew there were some left. That explained the speed, which must've been close to *Zephyr* speed.

In a recent letter, steam historian Lloyd Stagner mentioned that on the CB&Q, stock extras had rights over everything but passenger trains. It brought to mind this Kewanee experience. I never saw anything like it before, and I never saw another.—*Bob Jack*

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Third Avenue line: Last el in Manhattan



OPPOSITE AND ABOVE: BARNEY STONE PHOTOS; KRAMBLES-PETERSON ARCHIVE

A trio of scenes from the early 1950's shows New York City's famous Third Avenue elevated line during its final years. In a morning view south from the 53rd Street station (opposite page), a train heads downtown; dominating the skyline is the Chrysler Building. Looking north from the Houston Street station (above), we see an uptown train pulling out on the center track; a lucky rider has claimed the rear platform doorway, a favorite spot among el passengers on warm days. Finally, up at the north end of the line in The Bronx, a train rumbles into the Gun Hill Road station in September 1952. Manhattan once had four principal elevated rapid-transit lines, running above Second, Third, Sixth, and Ninth avenues. Subway expansion, declining transit ridership, and a desire to beautify the city resulted in the closure and demolition of three of them between 1938 and '42. The Third Avenue El hung on well into the postwar era, becoming beloved for its quaint features like stained-glass station windows, ornate ironwork, and wooden cars. The line finally succumbed on May 12, 1955, ending an era in Manhattan transportation.



GEORGE KRAMBLES PHOTO; KRAMBLES-PETERSON ARCHIVE

No 'picnic in the country'

A runaway train put Washington Union Station's well-oiled machine to the test



UNITED PRESS

BEFITTING ITS LOCATION in the nation's capital, Washington Union Station [pages 20-29] was built to meet a quadrennial challenge: the huge crowds that arrive for each presidential inauguration. By January 1953, when Dwight D. Eisenhower was to be sworn in, the station had handled 11 such events, so there was every expectation that it would take Ike's big day in stride. Indeed, *TRAINS* Magazine Managing Editor Wallace W. Abbey, writing in the October 1952 issue, closed an article on the station by predicting that WUS "will . . . handle the inaugural traffic as if it were a picnic in the country."

Some picnic. On January 15, just five days before the inauguration, Pennsy train 173, the 16-car *Federal* from Boston, lost its brakes approaching the station. At 8:18 a.m., its GG1 crashed through the Track 16 bumping post, demolished the stationmaster's office and a newsstand, careened into the center of the concourse, and, with one coach, dropped through the floor. Miraculously, no one was killed, but there were 87 injuries and one hell of a mess.

Washington Terminal employees rose to the task. By sundown, 600 men were on the job; by next morning, all rolling stock except the GG1 had been removed. Getting the locomotive out was deemed too disruptive, so it was lowered completely into the basement, and the hole

in the floor neatly planked over. The inaugural crowds came and went with hardly any delays. On January 28 the last of the GG1 was shipped out for rebuilding, and permanent repairs to the station were underway.—*Rob McGonigal*

Railroaders as resources . . .

Restored Milwaukee Road 4-8-4 261 will steam on a series of excursions this summer, and friend and *CLASSIC TRAINS* author Steve Glischinski was preparing a booklet on 261 to be sold on board. "Do you have any idea where this in-service photo [below] was taken?" he asked. No, we did not. But we got lucky when, at a gathering hosted by Amtrak engineer friend Craig Willett, I met retired MILW engineer Ed Abbott, visiting from his retirement home in Arkansas. I'd brought a print along, and it took Ed a few minutes of study to say, "Lanark, Illinois, westbound." Ed ran on the line; he said the factory and side track (to the depot behind us) gave it away. He was in engine service 1955-1983 and a road foreman until his retirement in 1998.



PAUL LARSON

PRR GG1 4876 and the runaway *Federal* spiced up Washington's 1953 inaugural "picnic."

Ed's help on this item, and Craig's and the other credits on our Chicago aerial photos ["Bird's Eye View," pages 40-45] are examples of the value of railroad employees, past and present—and by extension, the railroad historical societies (e.g., Milwaukee Road Historical Association)—as resources.—*Dave Ingles*

. . . and in great photos

The pictures of railroaders in this issue's "Photo Section" [pages 52-53] remind us that the animating force behind the great machines and structures of our favorite industry is, after all, people. A new book, *Faces of Railroading*, is a photographic tribute to the men and women who made railroading America's greatest industry. *Faces of Railroading* is available in bookstores or direct from Kalmbach Publishing Co., (800) 533-6644, www.kalmbach.com.

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Retired MILW engineer Ed Abbott immediately knew this 1953 photo was taken in Lanark, Ill.



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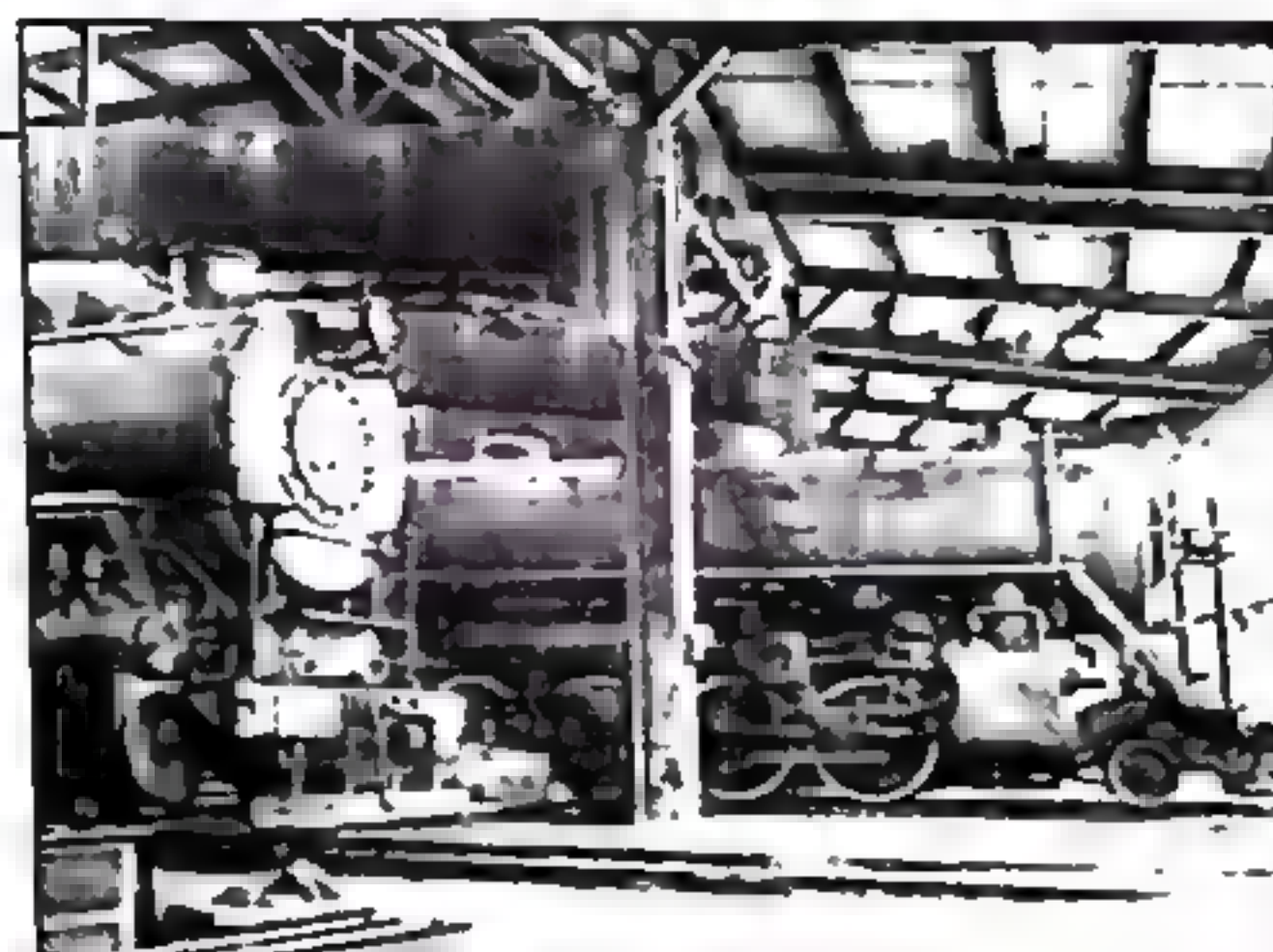
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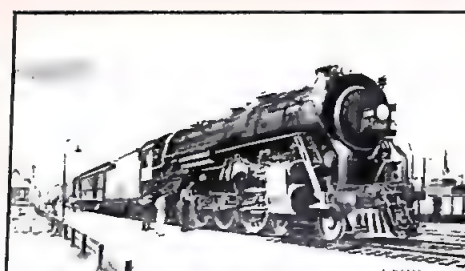
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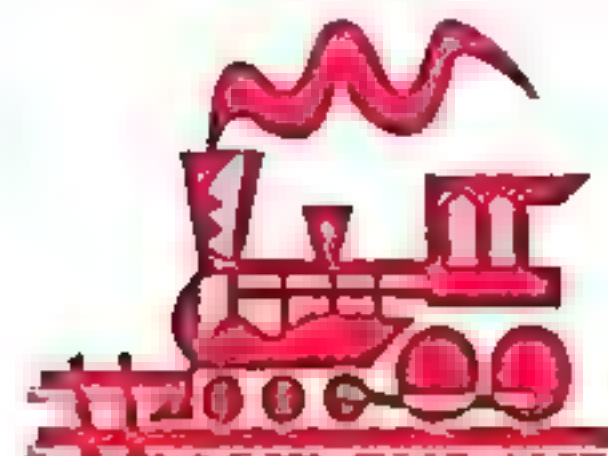
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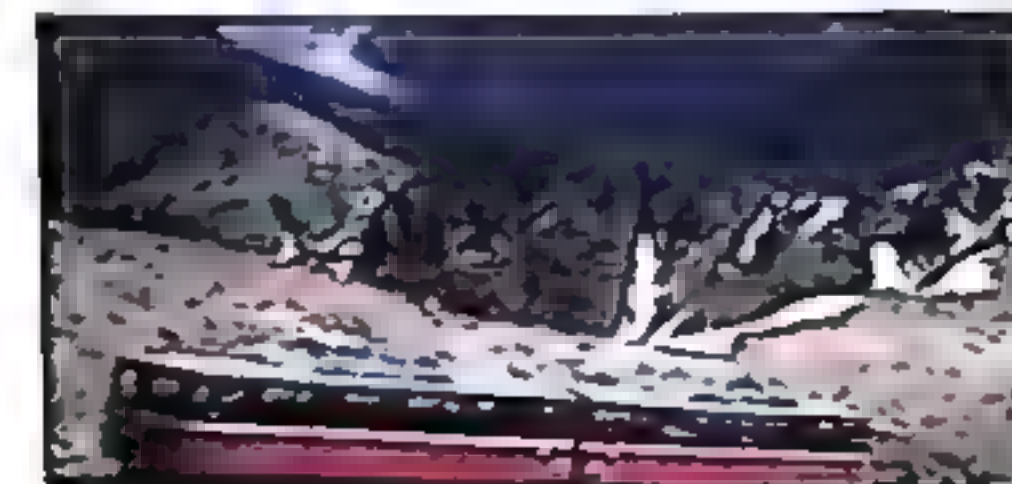
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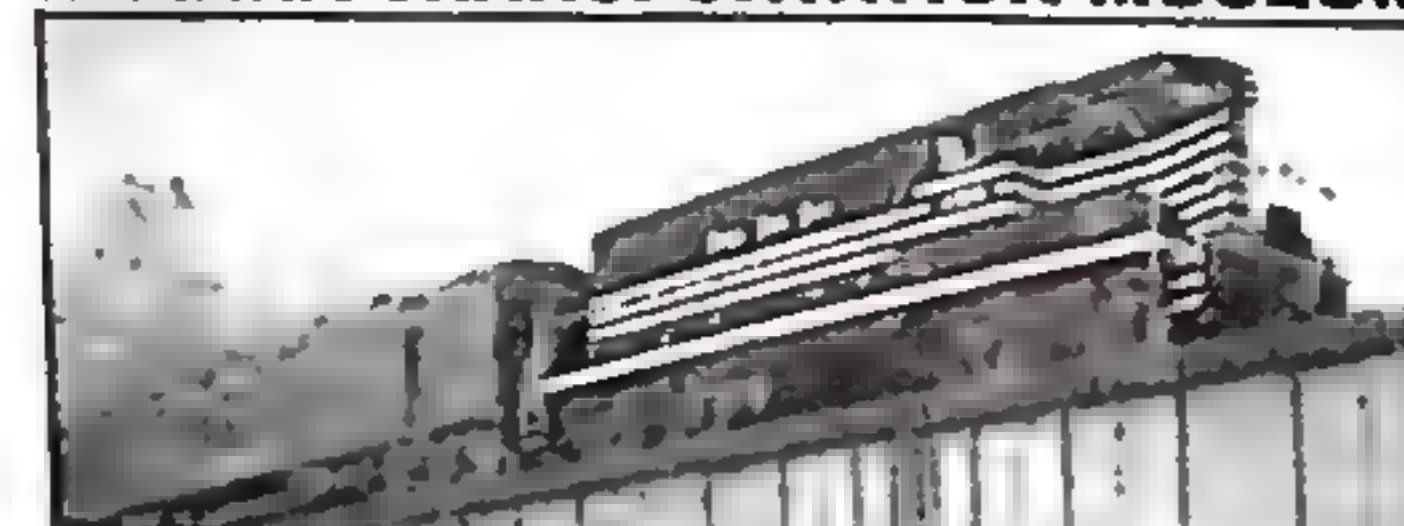
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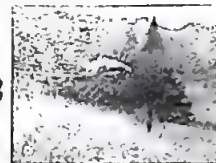
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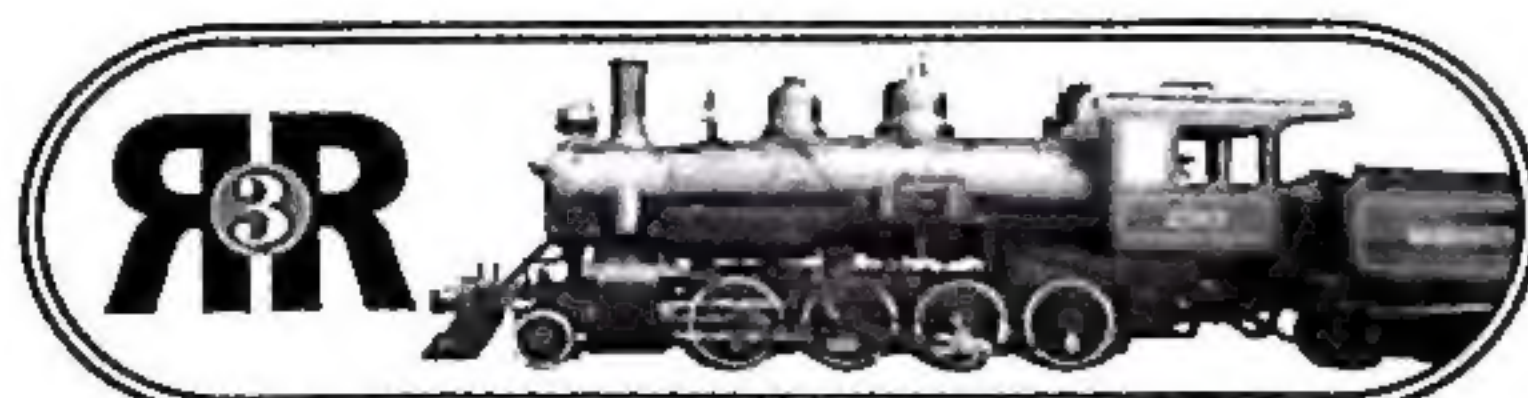
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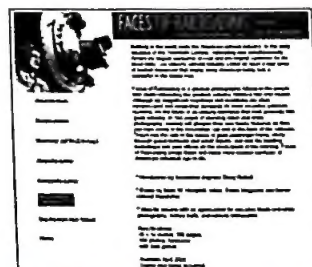
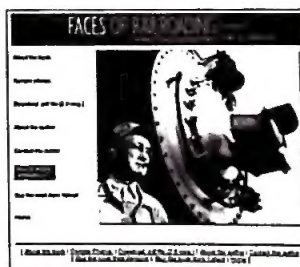
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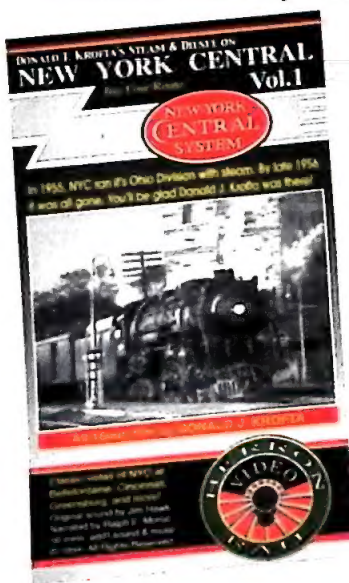
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